"All the News That's Fit to Print."

The New York Times.

THE WEATHER.
Fair Saturday; Sunday, probably showers; moderate, variable winds.
For full weather report see Page 23.

VOL. LXI...NO. 19,810. NEW YORK, SATURDAY, APRIL 20, 1912.—TWENTY-FOUR PAGES. ONE CENT In Greater New York, Jersey City, and Newark. Elsewhere, TWO CENTS.

ROOSEVELT WINS TWO MORE STATES

Defeats Taft and La Follette in Nebraska and Oregon Primaries.

CLARK LEADS DEMOCRATS

Turning Down of Wilson in Nebraska May Mean the End of Bryan's Power.

Special to The New York Times.

OMAHA, Neb., April 19.—Theodore Roosevelt has carried Nebraska by anywhere from three to ten to one. Taft where from three to ten to one. The race between Lafollette and Taff for second place is close.

This estimate is based on returns from every part of the State. While but a small proportion of the vote has been received, the returns are from districts so widely separated that the result is now only a question of "How many."

Champ Clark will, in all probability, receive the Democratic preferential vote. Harmon is a close second, and Wilson far in the rear, according to received returns.

Seventy-one precincts, all but one out of Omaha gave Roosevelt 4,589; La Follette, 1,818; Taft, 1,515.

Seventy-four precincts, mostly outside Omaha, showed Clark, 1,623; Harmon, 1,340; Wilson, 1,086.

In Lancaster County, Bryan's home, fifteen precincts gave Roosevelt 1,097, Taft 823, and La Follette 766. Emwood Precinct, Cass County, a country district, gave Roosevelt 74 and Taft 2. Three wards in Fullerton, a country town, gave Roosevelt 171 and Taft 46.

From all parts of the State returns similar in proportion are coming in. One precinct in Omaha gave Roosevelt 65, Taft 15. Another Roosevelt 74, Taft 16. Yet another, Roosevelt 51, Taft 15. The town of Dundee gave Roosevelt 116, Taft 51. These instances are the rule, not the exception.

If Bryan was backing Wilson, as is generally believed in Nebraska, then Bryan has again been turned down by Nebraska Democrats. A number of precincts in Lincoln gave Wilson 150, Clark 236. Havelock in Bryan's county gave Clark 86, Wilson 20. Bryan's home precinct even went for Clark, 19 to Wilson's 16. Clark seems to have taken the Wilson votes everywhere.

There is nothing yet to indicate whether or not Bryan has been chosen a delegate at large to the National Convention. This will not be known until probably Saturday night.

Indications of unsettled weather greeted the voters when they went to the polls. As a result campaign managers said that the country vote, the size of which has caused much speculation on account of the farmers being behind with their Spring work, would be large. The polls opened at 8 o'clock this morning and closed at 9 o'clock to-night.

The primary was one of the widest in range of offices that has been held this year. Voters expressed their choice for President, Vice President, United States Senator, six Congressmen, delegates to the two National conventions, National committeemen, all elective State offices, and several local offices. There also were ten proposed amendments to the State Constitution to be voted on.

PORTLAND, Ore., April 19.—Earliest returns in to-day's State-wide Presidential preference primary, although meagre, indicate that Col. Roosevelt has carried the Republican State primaries by something less than 5,000 votes over President Taft. Senator La Follette is third.

The race between United States Senator Jonathan Bourne, who seeks renomination, and Benjamin Selling is close. In Multnomah County (Portland) Bourne is leading slightly, but Snelling is apparently somewhat ahead in the State at large.

No returns have been received on the result of the Democratic contest for Presidential preference.

JACKSON, Miss., April 19.—A Presidential preferential primary election was ordered yesterday by the Mississippi Democratic Executive Committee. It will take place on May 7, when delegates will be chosen by direct vote. The State Convention will take place here on May 15 formally to ratify the result of the primary.

ARMY AIRMAN KILLED.

Lieut. Ville Davray Falls While Making a Flight at Verdun, France.

VERDUN, France, April 19.—Lieut. Ville Davray was killed to-day while making an aeroplane flight. The wing of the machine doubled up from some unknown cause.

The month of April thus far has been an unlucky one for the aviators. Lieut. Ville Davray is the fourth to lose his life this month. The first one to be killed this month was Calbraith P. Rodgers, the aviator who flew across the continent, when he fell from a height of 100 feet at Long Branch, Cal., while making a flight in view of thousands of spectators.

Another aviator to lose his life this month was John Verrept, a Belgian airman. He was killed while flying at the Versailles Aerodrome on April 17. It is thought by Verrept's friends that he committed suicide. If this is true it will be the first air suicide on record.

FRENCH ARE SUBDUING FEZ.

Troops Gradually Getting Control of the Rebellious City.

PARIS, April 19.—The latest advices from Fez to the Foreign Office indicate that the French troops are gradually getting the city under control. They have lost ten men killed in the street fighting.

Further reinforcements are on the way to Fez, where a serious revolt took place several days ago.

Drew Seminary Head Resigns.

Special to The New York Times.

MADISON, N. J., April 19.—On the eve of the commencement exercises of Drew Theological Seminary, which will begin on Sunday, the President of the institution, the Rev. Dr. Henry A. Buttz, has announced his resignation, to take effect on the appointment of his successor. Dr. Buttz gives advanced age as his reason for the relinquishment of his office. He will continue, however, as Professor of Greek and the New Testament, which position he has held since 1870. The appointment of his successor will not be taken up till after the general conference of the Methodist Church at Minneapolis, beginning May 1.

HAROLD BRIDE RECOVERING.

Titanic's Wireless Operator, Who Wrote for The Times, Is Resting Up.

Harold Bride, the surviving wireless operator of the Titanic, who was taken to St. Vincent's Hospital after the Carpathia arrived on Thursday evening, was removed yesterday to the home of a relative in West Ninety-second Street. Information as to the exact location of the residence was withheld on account of the desire of Mr. Bride's relatives to permit him to enjoy several weeks of uninterrupted rest.

It was found at St. Vincent's Hospital that the injuries to Bride's feet consisted of frostbite and strain, the strain being due to his experience on a life raft where a man sat on his feet, which were wedged between slats, for several hours. It was found that no bones were broken and that with a little time to rest the young Marconi operator will be entirely well again. John Bottomley, General Manager of the American Marconi Company, said last night that he would see to it personally that Bride had every chance to recuperate.

"I have never in my life," said Mr. Bottomley, "read a story to equal the story that Bride gave to THE NEW YORK TIMES for interest and the dramatic quality of the events recited. And scores of my friends have said the same thing. Not since the civil war has such a tragic event produced a narrative of similar power."

SAY ONLY 705 WERE SAVED.

White Star Agents' Figures Show That 1,635 Were Lost.

Although the figures given out by the survivors themselves placed the number of the Titanic's saved at 745, the White Star Line officially announced yesterday that the Carpathia brought in only 705.

W. W. Jefferies, General Passenger Agent of the line, gave out the figures by classes, and in so doing stated that the figures were those given also by Capt. Rostron, Commander of the Carpathia. These are the figures by classes:

Cabin.	No.
First	202
Second	115
Third	178
Officers and crew	210
Total	705

"There are undoubtedly many duplicated names in the last revised list of the survivors," Mr. Jefferies said, "This can be explained by the fact that many of the women in the first cabin were accompanied by maids. In the first list sent from the Carpathia their names were not mentioned, while in later lists their names, which do not appear on the original sailing list, are mentioned. Some names probably have been duplicated with a change of spelling or in initials."

If Capt. Rostron's report is accepted as final, and Mr. Jefferies says he is certain it will be, it will raise the total number of dead to 1,635. It was announced that a revised list of the survivors was being prepared in which the duplication in the former lists will be eliminated.

ROCKS INJURE 3 ON TRAIN.

Hurled Through Window by Blasting —Woman Victim May Die.

Special to The New York Times.

STAMFORD, Conn., April 19.—Mrs. Frank W. Bogardus of 175 Grey Rock Place is in the New Rochelle Hospital, her skull fractured, and with only a slight chance of living. Her husband is with her, with face and head badly cut. They were injured this morning when two large segments of rock, broken in a blasting operation from a solid rock mass just east of the Larchmont station on the New Haven Road, crashed through the window of a car on which they were speeding toward New York and Atlantic City on a holiday. With them were ex-Mayor Edward J. Tupper of Stamford and Mrs. Tupper. Mrs. Tuper was badly cut on the face with glass from the broken window. Mr. Bogardus is a prominent merchant and a member of the Municipal Board of Appropriation and Apportionment.

Mrs. Bogardus and Mrs. Tupper sat together. Their husbands were directly behind them in another seat. All were reading newspapers. The rock that hit Mr. Bogardus and tore open his face glanced off Mr. Tupper's shoulder.

Dr. Samuel Shirk of Stamford was aboard the train. He attended the injured and at Larchmont the express was stopped. She was hurried in an automobile to the New Rochelle Hospital along with the other Stamford folk. The injuries of Mrs. Tupper and Mr. Bogardus are not serious.

RESCUE 100 FROM FLOOD.

Found on Housetops and Trees—Six Negroes Swept to Death.

GREENVILLE, Miss., April 19.—Six lives are known to have been lost by the breaking of the Mississippi River levee at Beulah, Miss., on Wednesday night. All were negroes who lived near the crevasse.

It is believed here that many more persons have perished. Twenty houses in the direct path of the loosened waters were swept away, and more than 100 persons were rescued from housetops and trees.

FAVORS WINGDALE SITE.

Legislative Committee Urges That Work Be Continued on Prison.

ALBANY, April 19.—The Legislative Committee appointed to investigate the Wingdale Prison site has reported to Gov. Dix recommending the continuance of work. The report was approved by Chairman Whitney and Senators Emerson and Allen. The Democratic members, Senator Wagner and former Speaker Frisbie did not sign it.

Gov. Dix urged that this site be abandoned notwithstanding that a large sum had been spent upon the proposed prison.

TESTIFIES AGAINST HUSBAND.

Wife Says She Tried to Stop McStea from Shooting Ball Player.

ALBANY, April 19.—Mrs. McStea was a witness against her husband, John V. McStea of New Orleans, at his trial to-day on a charge of murder, first degree, for the shooting of Arthur Brown of Wilkesbarre, former first baseman of the Albany State League baseball team last June.

Mrs. McStea testified that she attempted to prevent her husband from shooting Brown.

Woman, Blown Overboard, Drowns.

HAVERSTRAW, N. Y., April 19.—While coming down the Hudson River this afternoon on her husband's ice barge, Mrs. William Hull, Jr., was blown overboard and drowned. She was on the upper deck, and it is thought that while trying to descend a strong gust of wind caught her and blew her into the water.

Latest Shipping News.

Arrived—SS Celtic, Liverpool.

ANTEDILUVIAN WHISKEY.
Made to be the best and it is. Try it and note the difference. Luyties Bros., New York. —Adv.

THINKS WHITE STAR MUST PAY IN FULL

Damages for Deaths and Property Losses Collectable, Says Lawyer Maurice Leon.

SO READS BOURGOGNE CASE

Because of Lack of Lifeboats, High Speed in Danger Zone, and the Presence of Ismay.

Lawyers who have been investigating the precedents in civil cases arising out of sea disasters are inclined to modify the first view taken of the liability of the White Star Line for damages in the loss of the Titanic. It had been contended at first that the Harper act would apply, which limits recoverable damages to the value of the ship and the passenger and freight receipts for the particular voyage on which the disaster occurred.

The presence of J. Bruce Ismay, Managing Director of the company, on board, the high rate of speed maintained in the proximity of ice, and the inadequacy of lifeboats, it is now contended, will make the Harper act's provisions inoperative and make the company liable for full damages. The aggregate of these would be staggering when the amount of damages allowed by juries in this country for deaths in railroad accidents are considered. The costs to the company might run into tens of millions, lawyers said yesterday, if the courts hold that the limited liability provided for in the Harper act does not govern.

On behalf of the heirs of some of the French victims, whose names he did not care to mention, Maurice Leon of 60 Wall Street, began a study of the legal aspects of the case yesterday. He is a French lawyer whose practice in New York has been largely in international cases involving New York and Parisian banking interests. He has represented the French Government in negotiations for the listing of certain American securities on the Bourse.

Mr. Leon said yesterday that he had found the law on the subject very clearly set forth in litigation arising out of the sinking of La Bourgogne, which went down as a result of a collision in a fog in 1898 not far from where the Titanic met with disaster. The case was not decided by the Supreme Court of the United States until 1908, and the decision was written by Justice White, who is now Chief Justice.

In this decision, Mr. Leon said, the liability of the company under circumstances such as surrounded the sinking of the Titanic was not only made clear, but the court quoted statutes relating to the life-saving equipment to be carried, which, in his judgment, were ample to force the big transatlantic liners to take on adequate equipment immediately. There is no need of Congressional amendments to the law, he said, if the Supreme Court decision is heeded, as in the Bourgogne case it directly made the statutes applicable to foreign steamships. The exact language of the law may be found in Revised Statutes, Section 44-88, Mr. Leon said. The Supreme Court decision in the case of Deslions against Le Compagnie Generale Transatlantique quotes it as follows as applying to La Bourgogne:

> Every steamer now on the ocean shall be provided with such number of lifeboats, rafts, life preservers, and drags as will best secure the safety of all persons on board.

In the Deslions case the evidence showed that the steamship carried lifeboat capacity equal to 6,600 cubic feet, which was nearly 1,000 cubic feet greater than the capacity of 5,670 required for her passengers and crew, according to the testimony of the United States Inspectors. The court pointed out that if the reverse had been the case and the lifeboat capacity had been sufficient for "the safety of all persons on board," it would prevent the company from taking refuge behind the Harper act and would have made it liable for full damages. Under this very clear opinion of the Supreme Court, Mr. Leon said that in his opinion the White Star Line would be estopped from pleading the Harper act in the Titanic case, because there seemed to be no doubt that lifeboats and rafts sufficient for only about one-third of those on board had been provided.

Mr. Leon was of the opinion that this contention would apply only so far as suits for damages for deaths were concerned, but two other points covered in the La Bourgogne suit, he believed, would make the company liable for full damages in the matter of cargo and personal property losses also. These were the matters of speed and the presence of the Managing Director, J. Bruce Ismay, aboard.

In the Bourgoyne case, he explained, the court held that the speed of the ship, although only seven knots, was excessive because of the fog, and the presence of dangerous ice. Of these same dangers the Titanic had been warned repeatedly. In the Bourgoyne case the company was not held liable because it was shown that the instructions to the Captain were that he should proceed always at such speed as was "consistent with prudence." The court found that the Captain had disregarded these instructions and that the company could not be supposed to have had knowledge of his actions.

It is in this connection, Mr. Leon thought, that the presence of Managing Director Ismay on the Titanic had significance. He represented the company and was its responsible head, and could not but have had knowledge of the speed maintained and the conditions. His official character, Mr. Leon said, was emphasized by the fact that it is his habit to travel on all of the company's big passenger carriers on their maiden voyages.

If the court should support this contention, Mr. Leon explained, the line would be responsible for freight and personal belongings as well as for damages for the deaths. Of the question of liability for death damages, there was no doubt of the company's full responsibility, Mr. Leon thought. He said that in his judgment the opinion of Justice White in the La Bourgogne case absolutely settled that.

Mr. Leon said that he was not prepared to estimate how much the company might lose through such suits, but he said that it was fair to suppose that for lives of such men as President Hays of the Grand Trunk, Isidor Straus, Col. John Jacob Astor, and Benjamin Guggenheim a jury might award damages of as much as $250,000 each. Because of the importance of the first-class passengers as a whole, he thought that the average of damages might be very high. An average of $10,000 apiece would bring the total damages up to more than $16,000,000. Suits over cargo losses would involve many millions more.

BEACH TO RETURN SOON.

Will Sail with His Wife Next Tuesday, So He Cables.

Special to The New York Times.

AIKEN, S. C., April 19.—Frederick O. Beach, accused of slashing his wife's throat in an attempt to murder her on the evening of Feb. 26, when the Beaches were occupying their Winter home here, will sail with Mrs. Beach on the Kaiser Wilhelm der Grosse from Bremen next Tuesday. The Messrs. Henderson, Mr. Beach's Aiken lawyers, received a cablegram from him to this effect. Mr. Beach also said that he would return to Aiken for trial in September.

The Beaches are in Paris at the home of W. K. Vanderbilt.

THE TITANIC DISASTER
Makes of special interest several features in To-morrow's Sunday Times dealing with the perils that face those who go down to the sea in ships.

RAYNER PUTS BLAME UPON BRUCE ISMAY

Calls Him a Coward for Deserting Vessel When 1,500 Were Left to Face Death.

DOUBTS HIS RESCUE STORY

Senator Predicts That England Will Hold White Star Directorate Criminally Responsible.

Special to The New York Times.

WASHINGTON, April 19.—J. Bruce Ismay, Managing Director of the White Star Line and one of the few men rescued from the Titanic, was denounced on the floor of the Senate to-day as a coward.

Senator Isidor Rayner of Maryland, who delivered the philippic, declared that Mr. Ismay, as well as the Directorate of the company, is criminally responsible for the loss of 1,500 lives, and he predicted that the justice of England would speedily "bring to bay this criminal Directorate."

If the Titanic had been an American ship subject to our criminal procedure, he said, they would be convicted of manslaughter, if not murder.

Mr. Rayner's denunciation of Mr. Ismay's conduct came up in the discussion of the power of the Senate to bring him and any other witnesses to Washington to testify about the wreck. Of that power, said Mr. Rayner, there could be no doubt. Congress had given the power in a statute to Congressional committees and provided a penalty of from $100 to $500 and imprisonment not exceeding one year for disobedience on the part of witnesses. And the courts at least once had inflicted the maximum penalty.

The sinking of the Titanic, said Mr. Rayner, was a crime, and in the investigation of that crime the committee has full powers. There is no other jurisdiction in this country, he asserted, that has power to reach the case.

"Mr. Ismay," said Senator Rayner, "should be brought here and be made to explain these things. He should not be requested to come. It is not a question of his good will, and the hearings should be here in Washington, and not in New York, as this accident has developed into a National disaster. And he should be asked particularly to explain how he, the directing manager of the company, the superior of the Captain, and not under the Captain's orders, directed the northern route which ended so fatally and then left hundreds of passengers to die while he took not the last boat, but the very first boat that left the sinking ship."

Mr. Simmons of North Carolina, a member of the sub-committee appointed to investigate the wreck, interrupted to say that the committee had already decided that the hearings should be held in Washington, as they considered it beneath the dignity of a committee of the Senate to proceed to New York for the convenience of the line officials. The trip of Chairman Smith to New York last night, he said, had not been to prepare for hearings in that city, but simply to get certain information for use later in the hearings here.

"Mr. Ismay claims, according to reports, that he took the last lifeboat," cried Senator Rayner. "I do not believe it, and if he did, it was cowardly to take any lifeboat, for the Managing Director of the line, with his board, is criminally responsible for this appalling tragedy.

"I have not the slightest doubt that the northern route was taken in obedience to Mr. Ismay's direct orders, and that with full warning he risked the life of the entire ship to make a speedy passage.

"I care not what the rules of the English Admiralty are. Here you have the spectacle of the head of the line failing to see that his ship was properly equipped with life-saving apparatus, heedless of the warnings that he was sailing in a dangerous sea, forsaking his vessel, and permitting 1,500 of her passengers and crew to be swallowed by the sea. The martyrdom and the agonies of separation that took place on board the sinking ship are too fearful for the mind to dwell upon and contemplate, but Mr. Ismay, the officer primarily responsible for the whole disaster, has reached his destination in safety and unharmed.

"No legislation can bring back to earth a single life lost upon that fatal night. What we can do is to help to fix the responsibility if possible and rely upon British justice to bring to bay the guilty directorate of this company.

"All civilized nations will applaud the criminal prosecution of the management of this line. If they can be made to suffer, no sympathy will go out for them, and if it does it will be submerged in the overwhelming lamentation that today re-echoes throughout the civilized world for the victims of their culpable carelessness, a recklessness that sent hundreds of their fellow-beings into eternity, desolating homes and firesides, and turned this land into a house of mourning.

"In this hour of our calamity we appeal to the majesty of the law to deal out retributory justice to this guilty company to the last degree."

CABINET DISCUSSES MEXICO.

No Reply at Present to Recent Note —Recruiting Order Not Warlike.

WASHINGTON, April 19.—The Mexican situation was dispensed at the Cabinet meeting to-day, but members said that no further exchange of notes with the Mexican Government was planned for the present.

Beyond having Ambassador Wilson take up with Señor Calero, the Mexican Minister of Foreign Affairs, the question of interference with the American Consular officers in the discharge of their duties, the State Department probably will not reply to the recent note in answer to the American note sent alike to Federal and rebel authorities.

The department believed its purpose practically had been obtained through the publication of the warning throughout Mexico.

The War Department declares that the recruiting order issued to Major Barney at El Paso directing him to "canvass actively and accept freely applicants for all arms of the service," was only a precautionary measure and signifies no warlike purpose. Recruiting has been suspended for several months.

MANY NEEDLESSLY DIED ON TITANIC; LIFEBOATS LAUNCHED ONLY HALF-FILLED

Senate Committee Gets Fact from Lost Ship's Second Officer.

HE SENT AWAY SIX BOATS

Capacity of These Was 390, but They Carried Only 192 Persons.

ISMAY TELLS HIS STORY

Says He Entered Last Boat When No Other Passengers Responded to the Call.

IS COOL AND DEBONAIR

Goes to the Witness Chair with a Smile and Testifies as a "Voluntary Passenger."

MORE LIGHT ON THE TRAGEDY

Survivors Add to Their Stories of the Wreck—Some in Hospitals, Others Off to Their Homes.

Testimony given yesterday before the United States Senate committee that is inquiring into the wrecking of the Titanic showed that at least six of the lifeboats were sent away from the sinking ship with less than half as many persons as they would carry. The number of persons placed in these six boats was about 192, while they would easily have carried 390. At least 198 persons lost their lives by this mistake on one side of the sinking ship.

Second Officer Lightoller of the Titanic superintended the loading of the lifeboats on the port side, and First Officer Murdock looked after the loading of them on the starboard side. Lighttoller testified that he supposed that Murdock adopted the same method that he did, and let only as many passengers into the boats as he was sure the tackle would hold.

He admitted that the boats on his side left the doomed ship with from twenty-five to thirty-seven persons in them. They were intended to carry sixty-five. He was asked why he did not load them according to their capacity, and he replied that he was afraid the tackle would not hold if the boats were lowered into the water with more than the number he permitted to go in them.

One of the boats on his side was jammed with a lot of tackle and other stuff, and it could not be got over the side. Another boat of the collapsible pattern went adrift without any one in her. Afterward, when he got into the water, he found her, and it supported him and some others until they were picked up.

So it would appear from these statements that at least 300 persons lost their lives by drowning that would have been saved if the boats had been properly manned and managed before being lowered into the water.

Lightoller said that when he was first ordered to get the boats ready he did not believe there was any danger of the ship going down. He gave the impression that his work in this respect was at first purely perfunctory. He sent two seamen with each one of the boats until there were no more seamen, and then he let an occasional passenger go. He didn't know what had become of all of the seamen. There ought to have been enough of them to have manned every lifeboat, but they were not on hand when they were needed.

He had heard that some of the women in two or three boats had to row and look after themselves on the sea as best they could. His replies to questions as to why better arrangements had not been made were to the effect that he depended upon his judgment and did the best he could.

J. Bruce Ismay, the Managing Director of the White Star Company, was the first witness of the day. He appeared to have only the most general idea of sailing a ship. He left the ship in one of the lifeboats, he said, after all of the boats had gone away loaded with women and children, except one. When a call for passengers had passed without response he entered the boat.

Capt. A. H. Rostron of the rescuing ship Carpathia told a graphic story of the news of the accident reaching him by wireless, of his race to get to the stricken ship, and the finding of the drifting boats and their loads of suffering men and women.

There were only two of the members of the investigating committee on hand—Senator William Alden Smith of Michigan and Francis W. Newlands of Nevada. The investigation was held in the Waldorf-Astoria, that is built on land owned by the estate of John Jacob Astor, one of the victims of the Titanic. The committee will meet again to-day.

The seriousness of the inquiry by the Senate Investigating Committee into the Titanic disaster was disclosed last night when Senator Smith at first flatly refused to let any of the officers or the 200-odd members of the crew of the sunken steamship get beyond the jurisdiction of the United States Government. The men were all to have sailed to-morrow on the Red Star liner Lapland. Later, it was settled that the greater part of the crew would be permitted to sail on this steamer, but that the twelve men and four officers among the survivors now under subpoena, together with Mr. Ismay, would not be permitted to depart.

Ismay Smilingly Takes the Stand.

Mr. Ismay was the first witness. He has been subjected to a great deal of criticism, and comment upon the fact that many women were left behind upon the Titanic when he entered a lifeboat has been open and free and of a sort calculated to completely unnerve a sensitive man. His appearance was awaited with great eagerness. It was supposed that he would show marks of the ordeal through which he passed and is passing. He went to the witness stand with a smile upon his face, and appeared to be cool and debonair.

He was sworn, and then told the committee that he made the voyage on the Titanic only as a voluntary passenger. Nobody designated him to come to see how the newly launched monster would behave on the initial trip. He said that no money was spared in her construction, and as she was built on commission there was no need for the builders to slight the work for their own benefit. The accident had happened on Sunday night.

"I was in bed and asleep," he said. "The ship was not going at full speed, as has been printed, because full speed would be from 78 to 80 revolutions, and we were making only 75.

"After the impact with the iceberg I dressed and went on deck. I asked the steward what the matter was, and he told me. Then I went to Capt. Smith and asked him if the ship was in danger, and he told me he thought she was."

This statement is especially interesting in view of later testimony and because of the statements made by many survivors to the effect that nobody thought there was the slightest danger until some time after the collision.

Says He Was in Last Boat.

Mr. Ismay said that he went on the bridge and remained there for some time, and then lent a hand in getting the lifeboats ready. He helped to get the women and children into the boats.

"I worked faithfully," said Mr. Ismay, "until the last boat was ready, and I was the last one to leave in her."

Chairman Smith wanted to know where Mr. Ismay's stateroom was, and a clerk fished out a big blue print and showed it to have been B52, which means Room 52 on the B deck. In reply to other questions Mr. Ismay said:

"I did not know that the Olympic had sent a wireless telling us of the proximity of icebergs, but I knew that we would be in the vicinity of them on Sunday night. I believe that some arrangements were made to have enough reserve power for the wireless for its operation. Ice had been reported, I understand, but I saw no bergs until after the wreck. We were traveling on the long southern route. All of the boats I helped to lower were on the sun deck."

Mr. Ismay was asked to tell something about the boat in which he rowed away from the doomed ship, and he said that it was manned by a crew of four and one quartermaster. Later testimony showed that in most of the boats lowered from the opposite side of the vessel from that on which Mr. Ismay was working the lifeboats had only two seamen each, while some had only one, and one, and maybe two, were without any experienced help at all, and the women had to manage the boats as best they could.

Forty-five in His Boat.

"How did it happen that the women and children were placed in the lifeboats first?" Chairman Smith asked.

"The order was women and children first," replied Mr. Ismay.

"Were all of the women and children accommodated in the boats?"

"I can't tell you that."

"How many passengers were in the lifeboat you were in?"

"About forty-five."

"Was there any struggling or fighting at all to get into the boats?"

"I saw none."

"Was there any rule as to which of the women would go first?"

"No, Sir. We simply picked the women out and put them in the boats."

"You helped to put some of them in the boats?"

"A great many."

"It has been intimated that some of the boats did not contain the necessary number of men to manage them and that the women had to row from 11:30 at night until between 6 and 7 in the morning, when the Carpathia picked them up."

"Of that I have no knowledge."

Chairman Smith wanted to know how long Mr. Ismay was on the ship after the collision, in order to discover how long it took the seamen to lower the eight or nine boats on one side of the vessel. Mr. Ismay thought it might have been an hour and a quarter, and that while he may personally have known a number of the passengers who were waiting to take the boats, the hurry was so great that he did not recognize any of them during the work of sending the lifeboats away. He did not see Mr. and Mrs. Charles L. Hays, whom he had known for a long time. Then Mr. Ismay was asked to give more particulars about his departure from the ship, and he said:

No More Women, So He Got In.

"The boat was ready to be lowered away and the officer called out to know if there were any more women or children to go or any more passengers on deck, but there was none and I got on board."

"Was the Titanic sinking?"

"Yes."

Mr. Ismay said the ship received a side blow, and he was told that the injury was on the starboard side. All the passengers that he saw had life preservers on. He saw no passengers jump into the sea, nor did the boat he was in come across any persons floating in the sea. He did not hear anything about two of the lifeboats being engulfed.

Chairman Smith got back again to the collision and wanted to know where the ship was struck, and Mr. Ismay replied that he was told that it was between the breakwater and the bridge.

"Did you see the Titanic go down?" asked Mr. Smith.

"No," replied Mr. Ismay. "I did not care to see it. My back was toward her when she sank."

"Did you see the Captain again after you left him on the bridge?"

"No, I did not see him after that."

Chairman Smith asked about the lifeboat equipment. Mr. Ismay said it complied with all of the requirements of the Board of Trade. The fact that the ship got her clearance papers proved this, he said. There were no indications that the ship had broken in two, he said. He didn't know how many wireless operators were on board, but he supposed the ship carried two of them. He knew nothing about an explosion that is said to have occurred.

Senator Newlands wanted to know how fast the Titanic was traveling when the collision occurred. Mr. Ismay replied that he thought the speed was 21 knots or about 26 miles an hour.

Didn't Interfere with Wireless.

He had nothing to do, he said, with selecting the men who accompanied him in the lifeboat. They had been sent by First Officer Murdock. The Titanic was considered absolutely safe. She was so constructed, he said, that any two compartments could be filled with water and she would still float.

"I think I am safe in saying," Mr. Ismay went on, "that very few ships would float under the same conditions. When the vessel was built I had that thought especially in mind. If the Titanic had struck head on in all probability she would have been afloat to-day."

"How did she strike?" asked Senator Newlands.

"Her bilges were ripped open," replied Mr. Ismay.

"Were all of the women and children saved?"

"I am afraid not."

"What proportion were saved?"

"I have no idea."

"What is the full complement of lifeboats on a vessel of that size?"

"I don't know, but I guess her certificate would show that she had enough."

"Did you attempt to interfere with the wireless communications between the Carpathia and any other vessel?"

"No, I did not. I am sure that Capt. Rostron will bear me out in this."

In reply to other questions, Mr. Ismay said that when he got into the lifeboat he wore only a suit of clothes over his pajamas and slippers. With him in the boat were eight or nine men.

Mr. Ismay said he was anxious to help the committee get all the facts of the accident, and in reply to a request from Chairman Smith answered that he would hold himself in readiness to appear any time he may be wanted.

Capt. Rostron's Story of the Rescue.

Capt. Rostron of the rescuing ship Carpathia next took the witness chair. He told of picking up the drifting survivors of the Titanic and bringing them to this port.

"We sailed," he said, "on April 11 for Gibraltar, Genoa, Naples, and Trieste. We carried 120 first cabin passengers, fifty second cabin, and about 570 third cabin. At 12:35 A. M. on Monday last I was told by our wireles operator that he had received urgent distress signals from the Titanic. I can't give the exact position of the Titanic, but it was about 41:50 north and 50:14 west.

"I immediately ordered the ship put around. Then I picked out the position on the chart and made the Titanic, about fifty-eight miles away. I sent for the engineer and told him to call another watch of stokers and to make all speed. I ordered the first officer to have the men knock off all other work and to prepare the lifeboats for instant service, and to throw out of them all the gear."

Capt. Rostron gave to the committee a typewritten list of the orders he issued. The physicians were told to get everything in readiness, and food and medicines were placed within handy reach of the medical men. Among other things that Capt. Rostron did was to turn all of his officers out of their comfortable berths, and he turned out himself. The purser was told to get the names of all the persons rescued, and canvas bags were brought on deck for use in lifting little children aboard. These bags were of great service.

Capt. Rostron said he knew he was traveling into the region of icebergs, but he sent the Carpathia ahead at full speed. Upon getting near the point where he expected to get a glimpse of the Titanic he began burning Coston lights as a guide and a cheer to those who might be waiting for him.

Thanks for Living; Prayers for Dead

"The fifty-eight miles were covered in three hours and a half," said he, "and this was done in face of the fact that the ship had frequently to alter her course. At 4:10 o'clock on Monday morning the first lifeboat of the Titanic was seen and brought alongside. The Carpathia was stopped, because a big iceberg was seen close ahead. But the lifeboat was brought to, and the people in her were taken on board. Day was just beginning to break, and here and there, dotted over the water, we could see other drifting boats.

"We got them all alongside, and at 8:30 o'clock all of their occupants were on board with us. There was a large amount of wreckage all about, and when we were told that one lifeboat was unaccounted for we feared it was lost. Then the Leyland liner Californian came up, and we gave to her Captain what information we had by semaphore, and asked him to cruise around and see if any more boats were afloat.

"It was a very dreary sight. I called the purser and asked him to say a short prayer of thanksgiving for those that were saved and a prayer of repose for those who had died. I saw one body floating. It was that of a seaman. It lay on its side. I did not stop, for I was sure no life was left in the poor body. It wore a life preserver. We found in the lifeboats three men who had evidently died from exposure. These bodies we buried at sea, having first removed from them

J. Bruce Ismay Testifying at the Senate Inquiry.

X Indicates Mr. Ismay.

everything that might help their identification.

"The women were in the worst plight. They suffered dreadfully from frozen feet and hands. During all of the time we were busy getting the people into our ship there was not the slightest bit of confusion. Altogether, we picked up fifteen lifeboats. There was another one a long distance away, but there was nobody in it, and we did not bother about picking it up."

Capt. Rostron was asked many questions, but he knew how to tell the story, and he told it in his own way. All of the boats picked up were brought to this port. He said that the depth of the water where the Titanic went down was about 2,000 fathoms.

"What was the last message you received from the Titanic?" asked Chairman Smith.

"It read: 'Engine room nearly full,'" replied the Captain.

Then he told how he replied by wiring: "Coming to your assistance. Expect to arrive in four hours."

Capt. Rostron said that the Titanic was on the southerly route, which is the proper course for this time of year.

"The Titanic," said Capt. Rostron, "was on the route prescribed for this time of year, and it is the absolutely correct route for vessels bound for New York. It is the longest route from Liverpool to this port. The shortest route is from September to January."

The Second Officer's Story.

Charles Herbert Lightoller, Second Officer of the Titanic, took the witness chair at the afternoon session of the committee, and remained there for three hours and a half. He is a short, muscular, square-jawed man, 38 years old. It was hard to dig anything out of him. Chairman Smith handled him with the greatest patience, and even when the witness was very short and abrupt in his replies the Chairman smiled blandly at him and pursued his questioning without any show of anger.

Mr. Lightoller said that the Titanic was well equipped in everything that was necessary. He told about her trial trips, and said that Capt. Clark, one of the Inspectors of the Board of Trade of England, was so strict as to be considered a nuisance. Mr. Lightoller said he was in the water for ninety minutes with a life belt.

In reply to a question as to what time he left the ship, he replied:

"I didn't leave it."

"Did it leave you?"

"Yes, Sir."

"Was the suction a deterrent in making progress from the scene?"

"It was hardly noticeable."

"Where were you when the Titanic sank?"

"In the officers' quarters."

"Were all the lifeboats gone then?"

"All but one," said Lightoller. "I was about fifteen feet from it. It was hanging in tackle, and they were trying to get it over the bulwarks the last time I saw it. The first officer, Mr. Murdock, who lost his life, was managing the tackle."

"Did you see Mr. Ismay then?"

"No."

"When did you see him?"

Ismay Was Doing Nothing.

"When we started to uncover the boats. He was standing on the boat deck."

"What was he doing?"

"Standing still."

"Talking with any one?"

"No."

"Was he fully dressed?"

"I couldn't say for sure; it was dark."

"How long did you see Ismay there?"

"Just as I passed."

"When you saw Mr. Ismay twenty minutes after the collision, were there any other passengers near him?"

"I did not see any one in particular," said Lightoller, "but there might have been some."

A few minutes after the impact, Lightoller said, he went back to his berth.

"Why?" asked Senator Smith, in astonishment.

"Because there seemed no call for me on deck."

The witness described the impact as a "slight jar, followed by a grinding sound."

Tests of temperature of the water, Lightoller said, were made on the trip at the usual two-hour intervals. He was asked how cold the water was on the fateful Sunday.

"It was very cold when I was in it," he said. He estimated the water was a little above freezing, but was unable to tell what the tests showed the temperature to be.

Got a Warning About Icebergs.

After a series of questions, he said he saw a message from some ship about an iceberg ahead. He did not know the Amerika sent the message, he testified. He was advised by the Captain by word of mouth of icebergs in near proximity and when he was relieved at 1 P. M. by First Officer Murdock, he passed the information to him and he said: "All right."

The ship was making about 21 to 21½ knots, Lightoller testified. He understood this was not the best the ship could do.

"Did you have an ambition to see what the ship could make?" the witness was asked.

"Naturally, at some time."

Again from 6 to 10 P. M., Lightoller said, he was on duty on deck.

What was the weather that night?" queried Senator Smith.

"Clear and fair."

"Were you anxious about ice?"

"No, sir."

"And you put on no additional lookout?"

"No, sir."

"When Capt. Smith went on the bridge at five minutes of 9, what was said?"

Captain Talked About the Ice Fields.

"We talked together generally for twenty or twenty-five minutes about when we might expect to get to the ice fields. He left the bridge, I think, about twenty-five minutes after 9 o'clock. During our talk he told me to keep the ship on her course, but that if I was the slightest degree doubtful, as conditions developed, to let him know at once."

"When did you next see Capt. Smith?"

"When I came out of the officers' quarters after the impact."

"Then Capt. Smith did not return to the bridge before your watch expired?"

"I did not see him."

"What time did you leave?"

"I turned over the watch to First Officer Murdock at 10 o'clock."

"Do you recall now just what the Titanic's position was when you turned over the watch to Murdock?"

"I do not now, but I did know at the time. We talked about the ice that we had heard of, and I remember we agreed we should reach the reported longitude of the icefloes about 11 o'clock, an hour later. At that time the weather was calm and clear. I remember we talked about the distance we could see. We could see stars in the horizon. It was very clear."

"Was it cold?"

"The temperature was 31 above, not an abnormal temperature for that region."

"Did you see Murdock after that?"

Last Saw Captain on the Bridge.

"Yes; when I came out of the officers' quarters after the impact Murdock was on the bridge—he on one side and Capt. Smith on the other. I never spoke to Murdock after I turned over the watch to him. I saw him later working over the last lifeboat as the ship went down."

"Where did you last see Capt. Smith?" the Senator asked.

Lightoller said he saw him several times on the boat deck, but that his last recollection of Capt. Smith was walking across the bridge of the Titanic.

"I was busy at my own work about fifty feet away, and have a recollection of seeing the Captain walking across the bridge. I did not then hear him give any orders. I was too far away."

"When the Titanic sank were her decks intact?"

"Absolutely intact."

Senator Smith asked what was the last order he heard Capt. Smith give.

"When I asked if I should put the women and children in the boats," replied Lightoller, "he responded: 'Yes, and lower away.'"

"What did you do?"

"Obeyed orders."

Forward Funnel Fell Over.

The last boat, a flat collapsible, to put off was the one on top the officers' quarters, Lightoller said. Men jumped upon it on deck and waited for the water to float it off. Once at sea, it upset. The forward funnel fell into the water, just missing the raft, and overturning it. The funnel probably killed persons in the water.

"This was the boat I eventually got on," declared Lightoller. "No one was on it when I reached it. Later about thirty men clambered out of the water on to it. All had on life preservers."

"Did any passengers get on?" asked Senator Smith.

"J. B. Thayer, the second Marconi operator, and Col. Gracie I recall," said the witness. "All the rest were firemen taken out of the water. Two or three died that night and slipped off into the water. I think the senior Marconi operator did that."

"Died from cold?"

"Yes Sir."

The witness was not positive that the dead were not passengers.

"Was there any effort by others to get on board?" continued Senator Smith.

"We took all we could," was the response.

"There must have been others in the water?"

"But not near us."

"How far away?"

"Seemed half a mile."

"Wasn't this the only raft?"

"It was dark, Sir. There was wreckage."

"Who took command?"

"I did, as far as necessary."

Women Left on the Boat Deck.

"When you left did you see any women or children on board?"

"No, Sir."

"Any on the so-called boat deck?"

"A number."

An error in the morning testimony was corrected by the witness saying there were twenty lifeboats aboard, four of which were collapsible. One boat stuck in its tackle and never got off.

"How were the passengers selected to fill the boats?" asked the Chairman.

"By sex."

"Who determined who should go?"

"I did."

"How?"

"Whenever I saw a woman I put her in. Except stewardesses; I turned those back."

"Did you see any attempt to get women to go who would not?"

"Yes."

"Why would they not go?"

"I hadn't time to learn."

"Did any ask for their family to go?"

"Yes, one or two."

"Did any families go?"

"No."

Only Twenty-five in the First Boat.

In the first boat to put off, Lightoller said, he put twenty to twenty-five. Two seamen were placed in it. The officer said he could spare no more and that the fact that women rowed did not show the boat was not fully equipped.

Senator Smith asked about the manning of the lifeboats, particularly how men might face one another in working the oars.

"We call that banking in doubles or trebles," said Lightoller.

"Then it is entirely possible that one man might have been facing away from the Titanic in a lifeboat?" Senator Smith asked.

"Yes, Sir."

Lightoller said that when the first lifeboats were lowered he did not believe the danger was so great. In the first boat he put twenty-four persons and two men of the crew. The lifeboats could carry sixty-five persons at risk to all.

"How were those men selected?"

"By me."

"Who were they?"

"Can't tell."

"How did you happen to name them?"

"Because they were standing near."

"Did they want to go?"

"I did not ask them; they went by my orders."

"How many passengers did the second boat take?"

Second Boat Carried Only 32.

"About thirty," said Lightoller, "and two men, as far as I remember, Sir."

"Did you see that boat again?"

"Not to my knowledge."

"The third boat?"

"By the time I came to the third boat—all these on the port side—I began to realize that the situation was serious and I began to take chances."

"How long did all the work of loading and lowering a lifeboat take?"

"It is difficult to say, but I think about fifteen or twenty minutes."

"How many passengers did the third boat contain?"

"I filled her up as full as I dared, Sir, then lowered her. About thirty-five, I think."

"How many seamen?"

"Two."

"Were the people troubling you; were they willing to go?"

Women as Quiet as if in Church.

"The people were quiet; I had no trouble. The women and children couldn't have stood quieter if they'd been in church."

In the fourth lifeboat Lightoller said he was running short of seamen.

"I put two seamen in and one of them jumped out. That was the first boat I had to put a man passenger in—that boat. He was standing near by and said he would go if I needed him.

"I said 'Are you a sailor?' and he replied that he was a yachtsman. Then I told him that if he was sailor enough to get out over the bulwarks of the lifeboat to go ahead. He did so and proved himself afterward to be a very brave man."

"Who was he—did you know him?"

"I didn't know him then, but afterward I looked him up. He was Major Peuchen of Toronto," said Lightoller.

"Had you ever seen him before?"

"Never."

Men Got Out When Women Came.

Of the fifth boat Lightoller said he had no particular recollection.

"The last boat I put out, my sixth boat," he said, "we had difficulty finding women. I had called for women and none were on deck. The men began to get in—and then women appeared. As rapidly as they did, the men passengers got out of the boats again."

By the time the last boat was lowered by Lightoller the Titanic was rapidly sinking.

"The boat's deck was only ten feet from the water when I lowered the sixth boat," he said. "When we lowered the first the distance to the water was seventy feet. All told, Lightoller, testified, 210 members of the crew were saved.

"If the same course was pursued on the starboard side as you pursued on the port, in filling boats, how do you account for so many members of the crew being saved?" asked Chairman Smith.

"I have inquired especially and have found that for every six persons picked up, five were either firemen or stewards."

Lightoller declared some lifeboats went back after the Titanic sank and picked up men from the sea.

As the Titanic Went Down.

The witness described how the ship went down. He said the ship tilted to the fore as it was going down. The "crow's nest" was described as being level with the water when the bridge was entirely submerged.

"Was there any demonstration?" asked Senator Smith.

"No, Sir."

"There must have been 1,500 people aboard, and yet no lamentation?"

"I heard none. Not a sound."

Lightoller declared he stood on top of the officers' quarters and as the ship took a dive he faced forward and took a dive also.

"I was sucked against a blower and held there," he said.

"Head above water?"

Blown Clear By an Explosion.

"No, Sir. A terrific gust came up the blower—the boilers must have exploded—and I was blown clear."

"How far were you blown?"

"Barely clear. I was sucked down again; this time on the 'fidley' grating."

"Did any one else have a similar experience?"

"Yes, Col. Gracie."

"How did you get loose?"

"I don't know; maybe another explosion. All I know is we came up by a boat."

"What other officers besides yourself survived?"

"The Third, Fourth, and Fifth Officers, Sir," he replied and gave their names. "Mr. H. J. Pittman, Third Officer; J. G. Boxhall, Fourth Officer; G. Lowe, Fifth Officer."

Marconi Explains the Wireless.

Guglielmo Marconi, the inventor of wireless telegraphy, testified concerning the method of fitting ships with the wireless apparatus and supplying them with the necessary operators. It appeared during the morning testimony that the operator on the Carpathia was about retiring when he heard the call for help from the Titanic. Ten minutes later he would have been asleep, and the Carpathia would not have caught the Titantic's call for help.

Mr. Marconi said it wasn't customary for small vessels to carry two operators. The expense keeps the vessels from having more than one. The Carpathia has only a short-distance equipment, an average of about one hundred miles, while the Titantic could cover a distance of about 450 miles. He explained the systems of conducting the work, and told of some of the big things the wireless system had accomplished for the human race.

Representative Hughes of West Virginia read a statement that appeared in the Huntington (W. Va.,) Advertiser, to the effect that Mr. Hughes had said that Mr. Ismay should be lynched. Mr. Hughes's daughter, Mrs. Smith, was on the Titantic. Mr. Hughes read a dispatch he had sent to The Advertiser. It read:

> Press reports untrue. My daughter said nothing that would bring any such statement from me. I may have said, if investigation should find neglect on the part of any officer, no punishment was too severe for him. Ismay was somewhat criticised by some for being among the men who were rescued. My daughter has no criticism of him. The press reports will give full information as to details. Ismay gave what Senate committee considered a fair statement before committee. He is subject to further call from the Senate committee. Captain of Carpathia, before Senate committee, testifying now. My daughter states all possible aid was given them by the Captain on Carpathia.

Wireless Man a Witness.

At the evening session Mr. Ismay was again present, taking a seat in the corner of the room behind the witness chair. The first man called to testify was Harold Thomas Cottam, Marconi operator on the Carpathia, who received the call which summoned his ship to the Titanic just as he was turning in for the night.

The narrow margin by which the calls for help were caught at all seemed to inspire the first line of questions which Senator Smith adopted. He wanted to know what hours Cottam was supposed to be on duty.

"I was the only operator aboard and was on duty nearly all the time," he said. "There was no regulation which required me to be at my post at any time, while I was at sea, either a regulation of the British Government or of the Marconi company."

His hour for going to bed, he explained, depended a good deal on the amount of work he had to do, and whether it was ship's work or ordinary commercial messages which had to be handled.

"Have you any rule," asked the Senator, "that your instruments should be ready for emergency calls at all times?"

"There is nothing in the Marconi system at present," replied Cottam, "to detect signals if the operator is not present."

The witness then detailed his actions on Sunday night. From 10 to 11 o'clock he was sending private messages, and he then closed the station for the night by cutting out the storage battery, though this did not prevent him receiving and sending messages.

Then he began to go to bed, and had taken off his coat, when he thought he would listen for the Parisian. He had the telephone receiver on his head and he called her.

"How long would you have waited for her?" asked the Senator.

"Only about two minutes," replied the witness, "but then Cape Cod cut in and took three or four messages. Then I thought I would call the Titanic and ask if she knew Cape Cod had some communications for her. As I did so came the Titanic's call:

"'Come at once. This is a distress message. C. Q. D.'"

As soon as he had confirmed this message, Cottam went to the Captain of the Carpathia to report. Then, by order of the Captain, he asked the position of the Titanic and had it confirmed.

More Calls from Titanic.

The Titanic then called the Frankfort and the Olympic called the Titanic, but this was an ordinary service message. The Titanic could not reach the Olympic, and the witness explained this by saying:

"There was too much rush of air and escaping steam. Then I heard the Titanic tell the Olympic to come at once, as she was down by the head. The last message I received from the Titanic was 'Come quick. Our engine room is filling up to the boilers.'

The Carpathia sent word to the Titanic that she had a double crew on her boilers, and that the Titanic should have her boats all ready, but he received no word in reply.

Then Senator Smith took up the question of the failure of the attempt of the United States cruisers to communicate with the Carpathia on Wednesday. He brought out the fact that Cottam was at his post from Sunday night until he fell asleep for a couple of hours on Tuesday night, and the witness declared that he could not remember whether there had been any successful attempts to communicate with him during that time.

"Do you recall receiving a message from the President of the United States?"

"No, Sir."

"From the Chester or the Salem?"

"From the Chester. She asked for a list of passengers and crew who had been saved, but as they had been sent already I did not repeat them."

Alfred Crawford, stateroom steward, then took the stand and was asked whether he knew Mrs. Isidor Straus.

"I was in the boat she refused to go in," he replied. "She started to get in, but then changed her mind and went back. Her maid went."

"Started to get in?" asked Senator Smith.

Remained With Husband.

"Yes, she had one foot on the gunwale and then drew back. She said to her husband: 'We have been together a number of years. Where you will go I will go.' She told her maid to get in before her, and then declared she had changed her mind."

Crawford was in boat No. 8, which Capt. Smith and Mr. Murdock, the chief officer, loaded personally. The Captain ordered the man to pull away to a light in the distance he thought was a vessel, and to land the women and return. They pulled off, but there was no vessel.

Four of the crew went in the boat, two seamen, Crawford, and a cook. There were thirty-five passengers in her, and at times some of the women took a turn at the oars. They did not pick up any one or lose anyone while they were afloat.

The steward also told how half an hour after the crash into the iceberg the Captain gave orders for all the passengers to don lifebelts, and said that he had seen Mr. Ismay with Mr. Murdock lowering Boat 5, which was perhaps the third to leave the ship. He knew nothing of the circumstances of Mr. Ismay's escape, as the boat he went in was lowered from the other side of the ship.

Crawford described the condition of the lifeboat as dry and good, and said that the Titanic's crew had a boat drill before the vessel left dock, so that they knew their emergency stations.

The inquiry was then adjourned to 10 o'clock this morning. All the witnesses who have already given testimony were ordered to return. Emerson E. Parvin, Secretary of the White Star Line, raised the question as to the necessity of keeping all the other survivors of the crew here, as the ship on which they are quartered, the Lapland, is due to sail this morning.

"I won't subpoena them, but I will not release them. I leave it to you," replied Senator Smith.

ISMAY'S LIFEBOAT ORDERS.

Made No Distinction Between Men and Women, Says Behr.

J. Bruce Ismay, concerning whose conduct in the rescue from the Titanic there has been so much comment, made no distinction between men and women in launching the lifeboats, at one stage of the embarking at least, according to the account given yesterday by Karl H. Behr, one of those rescued from the sunken liner.

Mr. Behr, a lawyer of 40 Wall Street, was formerly inter-collegiate tennis champion. He had been traveling in Europe with Mr. and Mrs. R. L. Beckwith and Mrs. Beckwith's daughter, Miss Helen Newsom, and was returning with them on the Titanic.

He was undressing in his cabin to retire, when the shock of the collision came. He felt a distinct jar, he said, just strong enough to make him certain the ship had hit something. Hastily dressing he hurried from his cabin on D deck to the bow of the boat on the lower deck, where Miss Newsom's stateroom and that of Mr. and Mrs. Beckwith were. He found Miss Newsom, whom the shock had awakened, in the passageway. They awakened Mr. and Mrs. Beckwith and hurried to the top deck.

"I knew exactly where the lifeboats were," explained Mr. Behr yesterday, "so we went to the top deck. All was perfectly calm. On the stairs we met the Captain, coming down. He was telling passengers to put on lifebelts. On deck, we waited while the first boat was being filled and lowered. It appeared to me to be full to capacity. We then went to the second boat, which was also full.

"Mr. Ismay was directing the launching. When Mrs. Beckwith came to the second lifeboat, which was hanging over the side of the ship, and before she attempted to get into it, she asked whether the men could go with her. I heard Mr. Ismay reply quietly:

"'Why, certainly, madam.'

"We then got into the boat. After we got in, we heard Mr. Ismay calling out and asking whether there were any more passengers to get into this boat. There were none, and we must have waited at least three minutes or more before he ordered an officer into the boat and two or three more of the crew who were alone on deck and under perfect control. We were apparently the last passengers on the top deck, as we could see no others. This was later explained by the fact, which I heard from other survivors, that orders were given for passengers to go to the A deck to get in the lifeboats, while we had gone directly to the top deck before any orders had been given, and on the starboard side, that on which the vessel had been struck."

Mr. Behr was unable to say in which boat Mr. Ismay had got off the ship, or how many or few were in it with him, as he had seen no more of Mr. Ismay, thereafter, until they were all taken aboard the Carpathia.

IN THE BOAT WITH ISMAY.

W. E. Carter Says They Got In When No Women Were There.

In an interview credited to William E. Carter of Bryn Mawr, who was saved from the Titanic in the same boat which carried J. Bruce Ismay, Mr. Carter told yesterday how he and Mr. Ismay came to be passengers in the boat. He told of the shock of the collision and of the placing in lifeboats of his wife and children together with Mrs. Astor, Mrs. Widener, and Mrs. Thayer.

"We waved good-bye to the women," went on Mr. Carter, "and then I went to the very top deck. I walked over to the port side and saw that the ship was listing very much. Some sailors were loading a collapsible boat with emigrant women.

"J. Bruce Ismay was standing up there alone. We went over to the boat and assisted the women into the boat. They were about thirty in number. Then we looked around and saw there were no more women, and then we asked if we might get in the boat. We were lowered to the water. Mr. Ismay and I then took the oars and manned the boat."

COMPANY COURTS INQUIRY.

White Star Directors So Inform Congressman Mott—Favor New Regulations.

Special to The New York Times.

WASHINGTON, April 19.—Representative Mott of New York, who introduced the first resolution on Tuesday in the House for an investigation of the Titanic disaster, said to-day that it was not probable that the House would take any action on it at present, owing to the prompt and commendable action of the Senate committee in starting an investigation in New York to-day. Representative Mott said that he had received a large number of letters and telegrams favoring an investigation. He telegraphed each Director of the International Mercantile and Marine Company, which owns the White Star Line, asking for their views regarding an investigation, and has received replies, including one from Mr. Franklin, Vice President of the company, and another from J. P. Morgan, Jr. These telegrams assure him that the Directors strongly favor the investigation now going on.

Mr. Franklin said:

> You can rest assured that the White Star Line will cooperate with the authorities in any movement toward practical regulations which will be calculated to guard against a repetition of the horrible loss of life resulting from the Titanic catastrophe. It always has been and always will be our anxiety to protect to the utmost the lives of those entrusted to our care, and we cannot convey to you how inexpressibly shocked and deeply grieved we are at this fearful calamity.

J. P. Morgan, Jr., sent this telegram:

> Naturally much in favor of fullest investigation and any suggestion looking to safety which can be made, but as Senate Committee now here conducting investigation and all are cooperating with them, I do not see advantage of additional committee at present.

Charles Steele said:

> Your telegram 18th received. Thoroughly favor full investigation and adoption of any new measures for safety which inquiry may show are helpful. Company now cooperating with Senate Committee. Should think, for the present at any rate, appointment of another committee unnecessary.

From A. H. Gillard came this message:

> Your wire received. Am heartily in sympathy with any endeavor to increase safety of ocean travel, and believe many valuable suggestions will result from investigation of the Senate Committee now going on here.

Percy Chubb said:

> Understand investigation now going on before Senate Committee. Without doubt all facts will become public property. Think no necessity for further investigation. Will gladly support any recommendation for legislation shown to be desirable.

The telegram from J. I. Waterbury read:

> I am decidedly in favor of a thorough investigation and the adoption of any and all further means for general safety that may be determined upon therefrom. The company is already co-operating with the Senate Committee with this purpose in view.

Clement A. Griscom said:

> Telegram received. I cannot aid your investigation, as I am ill and under a doctor's care. I hope you will do some good.

Edward J. Berwind said:

> Company courts fullest investigation. You are better qualified to judge whether House committee action is necessary in view of present Senate investigation.

Representative O'Shaughnessy of Rhode Island introduced a bill in the House today which would compel all oceangoing steamships to or from the United States to carry a constant and adequate wireless service.

The disaster undoubtedly will bring about a new agreement between the United States and Great Britain, and with other nations in the same class, in the opinion of officials here. The regulations of the United States as applied to vessels that sail under the American flag or under the flags of nations not in the agreement, are strict enough to compel the carrying of life-saving equipment sufficient to take care of every passenger and every member of the crew.

An act of Congress nullifying the existing agreement would make it impossible for officials of the Department of Commerce and Labor to accept a certificate from any Board of Trade or similar organization unless the requirements of this country were met as well. Such action by Congress was regarded as probable here to-day.

President Taft will not send a special message to Congress urging legislation to strengthen the present laws regulating supervision of steamships clearing from American ports. The President believes Congress needs no such suggestion, since the Titanic disaster. Moreover, he is satisfied that the existing laws of the United States are adequate if enforced as the Commerce and Labor Department would be able to enforce them with the restrictions of present international agreements removed.

Under agreement with Great Britain the certificate of the Titanic that she had met with the requirements of the British Board of Trade as to life-saving equipment would have been accepted in New York, and the Titanic would have been allowed to clear again for England.

Tribute to the Titanic's dead was paid by the House of Representatives to-day when at 12:31 o'clock it adjourned until noon to-morrow. The Senate remained in session under an agreement reached yesterday for a vote before adjournment on the Dillingham General Immigration bill.

The prayer of the Rev. Henry N. Couden in opening the House session was, in part:

> We thank Thee that though in the ordinary circumstances of life selfishness and greed seem to be in the ascendancy, yet in times of distress and peril, then it is that the nobility of soul, the God-like in man, asserts itself and makes heroes."

The flags on the White House and other Government buildings and throughout the country are at half staff.

NAGEL FOR STRICTER LAWS.

Urges International Congress — Says More Could Have Been Saved.

WASHINGTON, April 19.—Secretary Nagel to-day returned from New York, determined to recommend strongly to President Taft the calling of an international congress to impose stringent regulations for the protection of life on the ocean.

Secretary Nagel met the Carpathia at her pier and authorized the admission to the United States of every alien rescued. All who desire may remain, although the Secretary believes many will elect to return to their native lands.

The Secretary said he was surprised by an almost complete absence of hysteria among the aliens.

"Their calm and quiet attitude," he declared, "made the event of their landing all the more impressive in the light of the terrible calamity. I left the ship with unspeakable, indescribable respect for every man and woman among them."

To illustrate the bravery with which the immigrants faced the situation the Secretary recited the case of one woman who without display of emotion or appeal for sympathy approached him thus:

"May I stay on board the ship to-night? I have lost my husband and my two children, and have not been well to-day."

An Irish girl relieved the depression by a sally with the immigration officials. When asked if she had a card she quickly retorted:

"Divil a bit of card have I. I am glad to have my life."

"That was not repartee," said the Secretary, "but expressed the philosophy of every immigrant aboard."

Secretary Nagel observed that apparently all who might have been rescued from the Titanic were not saved. He called attention to reports that some of the lifeboats were not filled and returned again and again to pick up men who had dived into the sea.

In support of an international congress to study oceanic transportation, the Secretary said this seemed the proper way to deal with the question, as the United States could undertake to impose its views or laws on the rest of the world, which likewise is endeavoring to solve the matter.

"We have the laws without the merchant marine, while other nations have the merchant marine without the adequate laws," was the Secretary's remark.

TITANIC'S DESIGNER FAINTS AT SERVICE

Amid Memorial Exercises in St. Paul's, London, Mr. Carlysle Falls Insensible.

AUDIENCE WEEPS AND SOBS

Intense Emotion Shown in Great Throng Representative of the Grief of Many Nations.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, April 19.—St. Paul's could have been filled twice over by the crowds that sought to attend the memorial service for the Titanic's dead in the cathedral. It was a deeply impressive service, culminating with the "Dead March" in Saul, when the floodgates of emotion opened.

On every side, as one glanced around, women and men, too, were crying. Some broke down sobbing uncontrollably. It seemed as if everybody in the congregation of 5,000 persons joined standing in the final hymn. Many could hardly see the words for their tears. Some had their voices choked by the tumult in their breasts, but up to the roof the deep cadence rolled:

> Oh, hear us, when we cry to Thee
> For those in peril on the sea.

Alexander Carlisle, designer of the Titanic, who occupied a reserved seat in the choir, fainted during the service. Mr. Carlisle was very pale when he entered the cathedral. After taking his place he appeared deeply affected by the playing of the "Dead March" and the muffled drums, and suddenly, while the solemn strains of the liturgy of St. Chrysostom were being sung, he fell back in a faint. Help was quickly at hand, and Mr. Carlisle was taken from the cathedral, and after being attended by police ambulance men, recovered sufficiently to be driven home.

Seldom has been a scene of more tragic mourning in the cathedral. It was a congregation truly representative of the grief of the nation, and, indeed, of many nations, whose citizens are among the roll of the missing.

Nearly all the foreign embassies in London were represented by their envoys, coming to offer their tribute to the noble dead.

Outside the cathedral a great crowd collected and waited in silence.

LONDON, Saturday, April 20.—"The pity and pathos of it is almost more than human heart can bear," says an editorial in The Daily Telegraph, which this morning devotes five pages to the Titanic disaster—for the most part dispatches from New York giving narratives of survivors.

Most of the editorials emphasize the note of common sorrow uniting England and America.

The Morning Post, referring to the gallant behavior of the Captain and the crew, and the noble response of the passengers, says that the two nations have thus comfort in their sorrow and there should be no recrimination to impair the common and mutual sympathy.

The Times in an editorial pays a warm tribute to the behavior of the wealthy men on the Titanic. It says:

"After the women it was clearly a matter of pure chance which men were saved. Most of the millionaires were drowned, while many third-class passengers were saved. Indeed, it is established beyond doubt that the millionaires were treated exactly like any one else and that they gave an exhibition of courage, self-restraint and obedience to orders second to none."

Representatives of nearly every foreign Government called at the British Foreign Office yesterday to express sympathy and say that what money can do to alleviate the sufferings will readily be done.

All appeals are meeting with generous response. The various funds already aggregate more than $300,000, and donations are flowing in from all classes. The Prime Minister has contributed $250, the President of the Board of Trade, Sir Sidney Buxton, $500, and Waldorf Astor, $1,000. All the banking and commercial houses, both British and American, have sent large amounts to the relief fund, and several members of the royal family have done likewise. It is proposed to place collection boxes in the streets to enable the humblest to contribute their pennies.

The Earl of Derby, who is Lord Mayor of Liverpool, in response to an urgent request from New York for assistance for the survivors among the third-class passengers, has cabled $5,000.

Pitiable scenes were again witnessed at the White Star offices yesterday morning, when the final list of the rescued was posted. Many had their worst fears confirmed, but one woman, who had kept vigil throughout the day and most of the night since the first news of the disaster came, found in the revised list the name she had been waiting for, and rushed into the street shrieking, "He is saved!"

ONE LIFEBOAT NEARLY SANK.

Officer Left Women to Man Oars in Going to Rescue It.

Mrs. Ada M. Clarke of Southampton, England, whose husband was lost on the Titanic, explained yesterday why it was that the women in one of the Titanic lifeboats had been called upon to help man the oars in the long wait between the sinking of the Titanic and the arrival of the rescuing Carpathia. Mrs. Clarke, who is at the home of the Rev. G. T. Baker of Ozone Park, went to the White Star offices yesterday to engage passage back to England.

With her husband, Charles V. Clarke, she was on her way to California, where they intended making their home. Mrs. Clarke was among the women in the last lifeboat lowered from the Titanic.

"I was in one of three boats lashed together," she said, "when one of the officers unlashed one of them, and taking all but two of the seamen, rowed off to rescue another boat in the distance which was crowded to the sinking point. 'Be brave, women,' the officer said, as they rowed away. And they were brave. The women and the two men manned the oars until we were rescued later. How long I don't know, but it seemed many hours.

"The women wouldn't leave the men on the ship until we were forced to. We shouldn't have gone unless they had made us. Ah, the men were brave. I heard no pistol shots. We were so close that I could even hear the water entering the funnels as the vessel disappeared. Then the small boat rocked and trembled and was drawn slightly toward the ship."

Her husband stood at the rail of the second deck, and she saw him go down with the ship.

"He made me leave him," she said brokenly. "I shouldn't have done so otherwise."

RESOLUTIONS OF SYMPATHY.

Shadow of the Disaster Over City Organizations' Meetings.

Several organizations of the city at their meetings yesterday adopted resolutions of sympathy for families bereaved by the disaster, and expressed admiration for the men on the sinking ship who stepped aside for the women and children.

The Board of Managers of the New York Produce Exchange expressed sympathy for both the families who lost friends and relatives, and for the officials of the White Star Line, many of whom are members of the Exchange.

The Merchants and Manufacturers' Board of Trade adopted a resolution calling upon the Government to see that without delay vessels of all nations be provided with sufficient lifeboats and rafts to accommodate every person aboard before being permitted to clear ports in the United States.

The New York Board of Jewish Ministers, at its regular meeting at the Temple Emanu-El, expressed sorrow for the victims, and commended the self-sacrifice of those who gave up their lives that the weak and helpless might be saved.

The Men's Association of the University Place Presbyterian Church adopted resolutions commending the sacrifice of the men on the Titnaic.

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THE well-dressed man is shown and known by his *Hat*. Its very poise and perch—its unison with one's cast of features and caste of breeding should signify and dignify the wearer. An *old man's* hat on a *young man's* head is as out of place as a Hottentot in a ballroom. Nor need the man in his thirties or forties wear an "old-man" Hat.

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H. I. STEVENS . Assistant Cashier

With sincere sorrow, we announce the death of our President,

Mr. EMIL TAUSSIG,

On board the ill-fated S. S. TITANIC, April 15th, 1912.

WEST DISINFECTING COMPANY.

SURVIVORS ADD TO DISASTER TALES

Lifeboats, Filled Rapidly, Were Unprovisioned, and Had No Water or Lights.

FUNERAL SERVICE AT SEA

Thirty Brides of a Few Weeks or Months Among the Mourners on the Carpathia.

Many tales were told yesterday by men and women who had been saved from the Titanic of their experiences when the big ship struck, while the lifeboats were being made ready, and in the long hours that they floated in the ice filled sea awaiting the coming of the Carpathia. How different were the impressions made on different persons was illustrated by the many versions, told by witnesses, of how the Titanic sank, how Capt. Smith died, and of the scenes aboard the Titanic and afterward.

Many were certain that they had seen Capt. Smith sink beneath the waves, still clinging to the bridge of his vessel. Others assert that they saw him leap overboard to carry a baby to a boat, and then tear his life belt from him and leap again into the sea, when they would have kept him, too, in the lifeboat.

Mrs. George D. Widener, whose husband was lost, said that she saw one officer put a revolver to his head and shoot, and a moment later saw Capt. Smith leap from the bridge and disappear in the water.

Charles Williams, coach of the Racquet Club of Harrow, England, was equally positive that he saw the captain swimming in the water with the child in his arms, and afterward saw him pass the infant into a small boat which a few minutes before had picked Williams up after he jumped overboard.

"What has happened to First Officer Murdock?" Williams says the Captain asked. He was told that the officer had shot himself, and then, Williams says, Capt. Smith pushed himself away from the lifeboat, freed the life belt which supported him, and dropped out of sight. He never rose to the surface, though the lifeboat lingered many minutes over the spot.

The wife and daughter of Emil Taussig, President of the West Disinfecting Company of 2 East Forty-second Street, who lived at 777 West End Avenue, were taken yesterday to the home of Mrs. Taussig's father, William Mandelbaum, at Park Avenue and Ninety-sixth Street. Both were ill from exposure and grief caused by the death of Mr. Taussig.

They said that he and Henry B. Harris, who with his wife rushed with them to the deck on hearing the collision with the iceberg, were threatened with revolvers when they attempted to get into a lifeboat, although there was plenty of room for them. Mrs. Taussig said that the boat into which she stepped with her daughter Ruth and Mrs. Harris pulled away from the Titanic with several seat spaces empty. She is indignant and horrified to think that her husband and the theatrical man were sacrificed needlessly.

Mrs. Taussig recalled that there were three distinct explosions, one following close upon another. Also there was a medley of pistol shots, breaking out every few minutes, but what the firing meant, the women were unable to learn. Being on the surface of the water, they were sixty-odd feet below deck levels, and could not see what was going on.

Dr. J. J. Kemp, the Carpathia's physician, described the iceberg that sank the Titanic as at least 400 feet long and 90 feet high. He declared that one of the boats that the Carpathia picked up was filled with stokers from the sunken liner.

"It had just two women aboard," he said.

The doctor said that the Carpathia cruised twice through the ice field near the spot where the Titanic sank and picked up the bodies of three men and one baby.

"On Monday at 8:30 o'clock in the evening we held a funeral service on board the Carpathia," continued Dr. Kemp. "At this service there were thirty widows, twenty of whom were under 23 years of age, and most of them brides of a few weeks or months.

"Mrs. John Jacob Astor had to be carried aboard. She had to be taken into a cabin and received medical attention. She was more completely attired than many of the women who were rescued."

Fifth Officer G. Lowe of the Titanic displayed unusual coolness and courage in the confusion before the vessel sank, according to a story told yesterday at the Cornell Club by Gilbert M. Tucker, Jr., one of the survivors.

"Officer Lowe seemed to be the one officer in particular who kept his head in the confusion of getting the passengers into the boats," said Mr. Tucker. "Five boats in charge of Lowe went off in a bunch. After rowing a considerable distance from the Titanic, Lowe discovered that some of the boats could hold a lot more people than they had in them. There were only twenty-seven people in the boat I was in, for example, although the boats were capable of holding about fifty apiece. Lowe made us transship until we were all in four boats. Then he organized a volunteer crew and went back to the sinking Titanic. He returned with a boatful of survivors."

The reason given by Mr. Tucker for the fact that the boats were not sufficiently filled is that the passengers did not believe the Titanic was going to sink, and refused to get into them.

"Coming back on the Carpathia the story was told that Mrs. Straus, who went down with her husband, had refused to take a place in a boat which might have been occupied by younger persons who had longer to live," Mr. Tucker said.

"I am old. Why should I live and let the younger people die?" Mrs. Straus was quoted as having exclaimed in resisting the persuasions of the other women to get into a rowboat.

Mr. Tucker said that he had seen Capt. Smith and a sailor standing together on the bridge until both were washed off in the sinking of the vessel.

"They seemed to be supporting each other," Mr. Tucker said.

How a small boy was saved was told yesterday by Miss Margaret Hayes of 384 West Eighty-fourth Street.

"A 14-year-old boy got into our boat," said she, "and was told to get out because he was a man. Then some one put a woman's hat on his head and shouted, 'Now you are a woman.' He was saved."

She said there was a sort of wooden stopper in the bottom of the boat and that some one knocked it out of its hole.

"A sailor had warned every one to be careful not to touch it," added Miss Hayes. "We were almost swamped."

The fact that the lifeboats were not provisioned and had no lights was mentioned by some. Mrs. Parrish and her daughter, who are at Mount Sinai Hospital, were in the last lifeboat to leave the wreck. There were only two men on their boat when it was first lowered. The lowering was accomplished with a great deal of difficulty, as the boat swung so far out. It was hard to place the women in it. As the boat was being lowered into the water one man jumped into it, and at the point of a revolver was made to take an oar and help. There were no lights in the boat nor provisions of any kind. There was no hysteria or fainting among the women, and neither Mrs. Parrish nor her daughter saw any quarreling or fighting on the Titanic. The most distressing scenes were those of the wives who did not wish to separate themselves from their husbands. Mr. and Mrs. Straus helped Mrs. Parrish and her daughter into the boat, but Mrs. Straus refused to leave her husband's side, and said good-bye.

"There was the utmost calm in the process of the embarkation of the women on the lifeboats, and all the men removed their overcoats and coats and placed them around the women and children.

Englehart C. Ostby of the Maiden Lane firm of Ostby & Barton, who, with his wife and daughter, Helen R. Ostby, was saved in a lifeboat when the Titanic sank, left for his home in Providence, R. I., yesterday. He said that Mrs. Ostby's brother, the Rev. Walter Webster, had been a victim of the Bourgoyne disaster, and that his business partner, Nathan Barton, had had just as narrow an escape at the Windsor Hotel fire some years ago as he and his family had experienced on the sea.

Mrs. Emily Richards of Cornwall, England, left the Hotel Belmont yesterday to meet friends in Akron, Ohio. With her were her two children, aged 10 and 3 years. She said that she had kissed her brother, George Richards, good-bye on board the Titanic, and that she had not seen him since. She and her children escaped, she said, by being shoved through a porthole into a boat which was waiting directly below. She said this boat had picked up seven men and one woman. The woman was a second class passenger, and became hysterical in the lifeboat because she had lost her two young children. Later, Mrs. Richards said, the woman found her children on the Carpathia, her great relief and joy causing her to faint.

Friends of Mrs. Frederick Joel Swift of 171 Arlington Avenue, East New York, helped her celebrate yesterday her rescue from the Titanic. Mrs. Swift helped row a lifeboat in which she and her friend, Dr. Alice Farnham Leader of Manhattan and sixteen other women and four men—three stewards and a sailor—got away from the Titanic. She and other women took the places of the exhausted men and rowed for hours. She praises the conduct of all the men aboard the doomed vessel, and says there was no panic up to the time their boat was launched. Capt. Smith tossed a loaf of bread into their boat and encouraged them with cheerful words as they rowed away.

Major Arthur G. Peuchen of Toronto, Canada, floated about on a companionway door for several minutes before he was picked up by one of the lifeboats. In his boat, also, he said, there were but three men, not enough to man the oars. An officer of the Titanic, who was in the boat, he said, refused to aid.

Steuart Collett, a young theological student from North London, who has come here to attend one of the theological seminaries, visited the Carpathia yesterday to meet his brother, Thomas, from Syracuse, who failed to arrive Thursday night.

He said he was saved in Lifeboat 9, and produced the metal figure from the lifeboat as a souvenir. In the boat he said there were twenty-five, mostly women. He said that he was looking after two young women aboard the Titanic, Miss Marian Wright, who was coming to get married to a young man in Portland, Ore., and Miss Kate Buss, both English girls.

According to young Collett, on the Sunday night of the collision with the iceberg, he had been assisting the Rev. William Carter, also of London, in a hymn and prayer service on the Titanic. At this service Miss Wright played the piano and sang three solos, which were "There Are Green Hills Far Away," "For Those in Peril at Sea," and "Lead, Kindly Light." After which the Rev. Mr. Carter prayed. There were thirty-five at the service, and after the prayer they sang "Now the Day Is Ended," in the middle of which they felt the crash of the ship against the berg and the service broke up as several scrambled to the decks to find the crew manning the lifeboats.

Young Collett said he assisted Miss Wright and Miss Buss into the lifeboat, and after explaining to the crew about to man it that the young women had been intrusted to his care he was allowed to enter the lifeboat with them.

When Collett met his brother, after they had embraced, the first thing he did was to take a small Oxford Bible from his pocket and hand it to his brother. It was given to him by his brother when they last parted with the admonition that the next time they met he should hand it back to him first thing, to prove that he always carried it with him. Collett saved the Bible, if nothing else, from the Titanic.

Friends of Frank D. Millet, the artist, who was Major Butt's companion on the trip to Rome, eagerly scanned the stories the survivors told when the Carpathia arrived for some reference to Mr. Millet and were disappointed. Mrs. Churchill Candee of Washington recalled yesterday that Mr. Millet had been with her on deck before she was put in a boat. He had brought her some wraps and did all he could to make her comfortable. He was standing on the deck when her boat was lowered away.

When the survivors were taken aboard the Carpathia Capt. Rostron gave up his stateroom to Mrs. Astor, Mrs. Widener, and Mrs. Fair and her child. Mrs. Astor occupied the Captain's berth, Mrs. Widener the lounge, and Mrs. Fair and her son slept on the floor.

In the list of those lost the name of W. F. Host has appeared. It was learned yesterday that it was W. F. Hoyt, curtain importer of 15 West Thirty-fourth Street, who went down with the Titanic.

Among the third class passengers who were lost was Zenai Kantor, a young Russian merchant, who was coming to this country with his wife, Miram Kantor. They had $1,000 in money and four trunks. All day yesterday the Russian Consul tried without success to reach David Mourson and Mann Schpiller, residents of this city, who were the only persons in America the destitute young widow knows, with the exception of Benjamin Bernmann of Boston, whose address she does not know. The Consul cabled yesterday to her father, Wulf-Sternin of the East Asiatic Society at Moscow, Russia, but the young woman wishes to remain here if she can reach her friends.

When the revised list of survivors was made up at the White Star Line office yesterday it became known that among those saved from the Titanic were six of eight Chinamen who were among the steerage passengers on the big liner. It seems that they climbed into one of the lifeboats without anybody making objection, despite the fact that many of the women in the steerage of the Titanic went down with the ship.

The Chinamen were taken in hand by the immigration authorities and were placed in charge of one of the Inspectors of the Chinese Bureau of the service. They are all said to be in transit, and will be constantly under the eye of immigration officials during their journey across the country. For the present they are guests of the Government on Ellis Island.

Scores of relatives of steerage survivors besieged the White Star offices yesterday for information. Mrs. John Toomey of 3,649 Olinville Avenue, The Bronx, asked about Kate and Margaret Murphy, both of whom were on the Titanic. She was told that both had been saved and that they were now in St. Vincent's Hospital recovering from the effects of the exposure in the Titanic lifeboats.

Miss Alice Kysten, a Swedish immigrant girl, was another for whom inquiries were made. She, too, is among the saved, and is being cared for in the Swedish Home in this city. Miss Kysten is a native of Kiss, Sweden.

Miss Helen Kelly asked for information of Bella Mahon, and was told that Miss Mahon was recovering from the effects of her terrible experience in St. Vincent's Hospital.

Other steerage passengers who survived the disaster are all said to be in good hands.

Carrying the Injured Wireless Operator of the Titanic from the Ship.

HAROLD BRIDE (TITANIC OPERATOR) ©Photo by UNDERWOOD & UNDERWOOD

© PHOTOS BY BROWN BROS

WIRELESS HOUSE ON CARPATHIA

HAROLD T. COTTAM (CARPATHIA OPERATOR)

SHIPS NO MATCH FOR BERGS,

Eight-ninths Under Water—Even Small Masses Are Formidable.

Sea Captains who warned the Titanic of icebergs off the Newfoundland banks and other mariners who steered safely from them have said they are down unusually early this year. It seems also they are unusually far south. General reports indicate that there is quite a fleet of them. Their early or late movement southward is not so much accounted for by weather conditions either in this latitude or further north as to polar currents, on which they ride. The glaciers move in a thaw from mountains of perpetual snow out to sea. The lower margin of the glacier being exposed breaks up into fragments, though any one of the fragments may be a mass of millions of tons. Blocks of them drift to lower latitudes under the influence of the polar currents, and gradually melt away in the warmer water. This is the natural history of icebergs. It may have been several seasons since the one the Titanic struck started from Greenland.

A scientific formula gives the densities of ice and sea water at .92 and 1.03, respectively, and only one-ninth of the iceberg can be above water. An iceberg observed by Sir John Ross and Lieut. Parry was 2½ miles long, 2 1-5 miles broad, and 153 feet high. Assuming the form to have been approximately a cone erected upon an elliptic base, the mass above water would be roughly 150,000,000 tons, giving a total mass of nearly 15,000,000,000 tons, which, according to the records, was by no means of extraordinary dimensions.

It is recorded that in the Southern seas fleets of icebergs have been observed as far north as the latitude of Cape Horn, and some of these ice masses have towered to a height of 700 or 800 feet. In the Southern seas the icebergs drift to lower latitudes than in the northern hemisphere, because, it is conjectured, of the comparative scarcity of land in the south polar regions. Icebergs have been observed off the Cape of Good Hope in the thirty-fourth parallel of south latitude, while in the north none has been notice lower than in the thirty-sixth parallel. The limit is generally fixed at 40 degrees north latitude, and 35 degrees south latitude, but the Titanic met disaster at 41 degrees 46 minutes north.

Icebergs being only able to drift along with some polar current, those visiting off the coasts of Newfoundland and Nova Scotia come on what is known as the Labrador Current. It was this fleet which the sea Captains dodged before the Titanic came up against it. If the iceberg it struck had a height above the sea of 200 feet, which would not be much, it would have a depth beneath the sea of 1,800 feet, and its length or width might have been sufficient to form a big island. The hopelessness of the encounter of the little Titanic is manifest.

An idea of the unsinkability of the ship, or the extent of its unsinkability, may be obtained by reckoning the weight and resistance of the ship against the impact of its driving force under a 23-knot speed in collision with even a small iceberg, rising 100 feet above the sea and lying 800 feet below, weighing only a few million tons and traveling in a counter direction to the iron monarch of the ocean.

JUST MANSLAUGHTER, CRIES LONDON PAPER

Fair Play, a Shipping Organ, Attacks Negligent Officials and Grasping Ship Owners.

LOSS ON TITANIC NEEDLESS

Room for More Boats — Davits Already Installed—More Wholesome Views Generally Needed.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, April 19.—There is no mistaking the strength of the wave of indignation that has swept over the country against the antiquated British regulations for the provision of lifeboats on transatlantic liners. So great is the wave that it threatens to swamp the responsible officials of the Board of Trade.

The press of all shades of opinion is calling for a thorough investigation and condign punishment for those who, in the words of Fair Play, a weekly shipping journal, "contributed to what was virtually manslaughter (there are mourners who might write a stronger word) of the Titanic passengers. It is difficult to see how Mr. Buxton, the President of the Board of Trade, should himself escape. A Minister should know when his professional advisers are imbecile or asleep."

This shipping organ publishes certain interesting details of the Titanic's equipment of lifeboats, which show, according to the journal, that "those concerned are not excused by so much as a shadow of a reason for alleging that the Titanic could not reasonably carry more boats."

Fair Play continues:

"Her uppermost deck, the boat deck, was used as a promenade deck—an arrangement very welcome to the passengers, but one which makes the owners unwilling to encroach upon passenger space. For this reason, we presume, instead of having boats along the whole length of each side of the boat deck, as usual, she carried two separate groups of four boats each on each side, which gave considerable space between them to give passengers a clear view seaward.

Room for Plenty of Boats.

"We do not remember the length of this space, but it would probably accommodate another six boats on each side without any structural alteration. If so, the Titanic could have carried twenty-eight boats instead of sixteen, providing for 1,680 people instead of 960. Her boats were, no doubt, of the best, and well equipped in every respect.

"In a paper read at a recent meeting of the Institution of Naval Architects, it was stated that the Titanic and the Olympic had Welin quadrant davits, than which nothing could be better. But it was also stated that these davits were all of the Welin double-acting pattern. That is to say, each pair of davits was intended to command two boats, one lying on stocks just inboard of the other. This arrangement is a more expensive one than the ordinary system of quadrant davits.

"The owners, under a sense (it would seem but a passing sense) of their responsibility to the passengers, must evidently have intended at one time to double the number of boats, but unfortunately, though the davits were there for thirty-two lifeboats, only sixteen were supplied. In fact, these davits, to judge from our information in the paper before referred to, must have commanded forty-eight boats, instead of sixteen or thirty-two, though the third in each set would probably have been a lighter boat, holding not more than, say, thirty to forty people. Even so, every soul on board could have been saved by that number of boats. If only the intention to fit thirty-two boats had been carried out, not to mention a possible fifty-six, if the rows of boats had stretched the entire length of the boat deck, they might, in moderate weather, have been overloaded to the extent of carrying the whole of the passengers and crew.

Could Have Saved All.

"Without going into details, which could only be discussed profitably with the plans of the ship in evidence, it is quite clear that certainly by giving up the boat deck wholly to its proper use (and probably without even doing that) the Titanic could have carried boats enough to save her whole complement, certainly 2,100 of the complement. That she carried on this first and last disastrous voyage insufficient boats is utterly indefensible and inexcusable."

Fair Play concludes by saying that this strong indictment of the Board of Trade would carry with it an equally strong indictment of the White Star Company did not the Board of Trade with its mischievous regulations relieve the shipowners largely of moral responsibility. It goes on:

"After this boats will have a commercial value as an advertisement, but of late years the owners' view has been that boats and their fittings take space and weight which might be more profitably employed, while they annoy the passengers by obstructing their movements and view of the sea. With competition so keen the owner, who may feel that he cannot afford to spend more money or to give up more deck space than the law compels his rival, will not do so and will score. Money spent on the gilding or in providing squash and rackets courts may pay. Safety would not—hitherto.

"Let wholesomer ideas prevail in the future, but to insure this let us first see that the Board of Trade shall have people on it, who are capable of understanding the first elements of such questions."

Davits Were Ready for the Boats.

One fact stands out prominently from the mass of details connected with the question of adequate provision of lifeboats for Atlantic liners. This is that the builders of the Titanic and Directors of the White Star Line were expecting a new set of regulations would soon be issued by the Board of Trade, and had made preparations in advance to comply with them. Thus official dilatoriness is further exposed.

Axel Welin, inventor of the davits used by the White Star vessels, refers to the matter in an interview, published here before his departure to-day on the Caronia for New York, prepared to give evidence, if requested, before the Senate inquiry committee. He said:

"On the Titanic and Olympic double acting davits were fitted throughout in view of coming changes in the official regulations. Thus double or even treble the number of boats now carried could be accommodated, if necessary, without structural alterations. We provided davits for thirty-two boats, and these could be put in immediately the official word was given.

"The idea of boats on a lower deck is now being seriously considered by one of the largest shipping companies on the Continent.

"The Titanic was provided with means for handling twice the number of boats that she had aboard."

IMPEACH THEM, SAYS BOWLES.

Indignant M. P. Declares Officials Are Ignorant and Won't Learn.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, April 19.—A scathing indictment of the Board of Trade was made yesterday by Thomas Gibson Bowles, Member of Parliament, author of "Maritime Warfare," and ex-Inland Revenue Officer, who speaks with authority on the subject.

"All the deficiencies," he said, "and all the faults of our mercantile marine at present are the direct effect of the ignorant interference of the Board of Trade with a business which it does not understand and which it cannot be made to understand.

"Their load-line regulations, founded upon the belief that the higher a ship is out of water the safer she is; their regulations for signing on and signing off seamen, and, above all, their ridiculous regulations for insuring the safety of crews and passengers, bear all the marks of being the work of persons who do not understand what they are regulating and refuse to accept the advice of those who do.

"The case of boats and live-saving appliances to be provided in a ship to which the awful disaster of the Titanic has now called attention is, perhaps, the least mischief which the Board of Trade has done to our shipping, but it is vast.

"The board not only knows nothing but will learn nothing. It has not yet learned that vessels can be built exceeding 10,000 tons, and its regulations, foolish as they are in themselves, are rendered yet more foolish by the persistent ignoring of the fact that the size of certain vessels has lang been rising and has now risen far beyond 10,000 tons, which to the Board of Trade mind represents finality.

"The attention of the board has been repeatedly called to the fact that while in small ships its regulations require an unnecessarily large number of boats in proportion to the number of persons carried, yet in the larger vessels these same regulations do not require anything like enough boats, for which the Board of Trade consoles itself and, I presume, would console us by the reflection that at least they require a lifebelt for every person in the ship.

"Was ever such a grim commentary of incapacity afforded as that which deprived the Titanic of boats sufficient to save more than one-third of those aboard, while it provided the whole number with a lifebelt apiece to swim ashore, if they could, for the distance of 500 miles, with two miles of water below them?

"Neither Buxton [the Right Hon. Sidney Buxton, President of the Board of Trade] nor his predecessor [David Lloyd-George] has any excuse whatever. He knew that the question of life-saving apparatus demanded recognition. He was pressed to give it—promised to give it—did not give it.

"Buxton might be impeached, and every individual, except only the third-class clerks in the Marine Department of the Board of Trade, ought to be summarily dismissed and deprived of pension.

"Perhaps we shall be told that there is no room in the big ships for a sufficient number of boats to carry the whole of the passengers and crew. That is not true. There is room, and ample room, in that which is wasted for the tremendous space of the saloons and gambling dens.

"The only thing that will bring that Board of Trade to its senses is the infliction of condign punishment upon the Minister and the officials who, in spite of repeated warnings, neglected their duty; and, if anything short of this is to be done, the least that can be done is to abolish the Marine Department of the Board of Trade altogether and hand to the Admiralty such few of its functions as are of real maritime value."

To Investigate German Steamships.

BERLIN, April 19.—The Free Conservatives in the Reichstag have introduced an urgent motion, requesting the Imperial Chancellor to order an investigation as to whether German steamships are equipped with sufficient life saving appliances for all the passengers and crew, and, if they are not, then to proceed without delay to compell the companies to provide them with such equipment.

April 20th—at Saks'

Men's Athletic Underwear

values 50c, 75c & 1.00.....today 39c

¶ Two manufacturers who contribute to our regular stocks have between them furnished us with over six thousand garments for the purposes of this offering. And they evidently went on the theory, that if a thing is worth doing at all it is worth doing well, for these sprightly athletic undergarments are great values. Made of white mercerized cotton, fancy colored striped nainsook and sheer open plaid muslin. Athletic shirts with no sleeves, knee length drawers. All matched sets. The offering also contains 420 athletic union suits—but united or divided, these athletic undergarments are high in the batting averages.

Men's Handkerchiefs

an extraordinary offering today

six different values, boxed six to a value
55c, 65c, 75c, 95c, 1.05 and 1.15

¶ Six different prices, from 55c to 1.15, means satisfaction from the bleachers to the boxes. They are remarkable values, and the variety is quite unusual at these low prices. Not to be bought separately, mind you, but six in a box. But do not mind a little thing like that. In order to get these special prices we had to take seventeen hundred dozen, and we did it without turning a hair.

500 Dozen Crossbar Handkerchiefs, in six different styles of crossbars. Soft finished.....**Six for 55c**

200 Dozen Plain Initial Handkerchiefs, with your initial in a ring and the ring in a corner. ¼ inch hem..**Six for 65c**

200 Dozen Odd Initial Handkerchiefs, with ¼ and ½ inch hems. Specially good value, because some initials are missing and the maker couldn't help himself.....**Six for 75c**

500 Dozen Crossbar Handkerchiefs, in six different styles. All initialed in corner. Soft finished.....**Six for 95c**

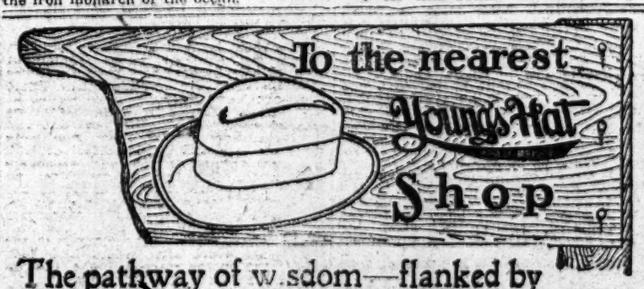
200 Dozen Fine Linen Handkerchiefs, with long and block initials in corner, whichever you like.....**Six for 1.05**

100 Dozen Linen Handkerchiefs, very fine, with your initial cunningly contrived in a ring. Something out of the ordinary in the way of a handkerchief value..**Six for 1.15**

50c Washable & Silk Neckwear at 28c.

Four-in-hands and bat wings that will wash and retain their color world everlasting without end. Fully worth half a dollar. But just a way we have of corralling fifty cent values now and then and putting them through their paces. Not many left, but we can fix you up if you come now.

Broadway Saks & Company at 34th Street



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199 Broadway, 875 Broadway, 849 Broadway, 905 Broadway, 1197 Broadway, 500 Fifth Ave.

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WOMEN REVEALED AS HEROINES BY WRECK

Mrs. J. J. Brown of Denver Tells Story of Her Seven Hours in Lifeboat.

COUNTESS ROTHES BRAVE

Took Charge In Her Boat—Mrs. Cornell Among Those Who Worked at the Oars.

Mrs. J. J. Brown, wife of a Denver mine owner, told yesterday afternoon to a reporter for THE TIMES at the Ritz-Carlton the story of her seven-hour vigil in an open boat after leaving the Titanic.

Oftentimes it has been written that out of each great moment of history some man has emerged as master of the situation, some one hand and mind that has controlled where others held back. From verified statements and from circumstances explained by others the work of the women make them the central figures in the great sea tragedy.

When seen at the Ritz-Carlton Mrs. Brown wore the same dress in which she had gone over the side of the liner in a lifeboat. The black and white silk facing of the black velvet outer coat was discolored, and her white topped shoes were spotted with salt water in which her feet had rested.

"My hair? Oh, that I have not bothered with since Sunday," she said.

"But this morning? Did you not rest last night?"

"No," she said smilingly. "Why should I? There was work to do. I left the Carpathia at 8 o'clock this morning. There were many women there whom I had to look out for."

In the women's parlor of the Ritz-Carlton sat the Russian Consul and a young Russian woman, who had lost her husband and all of her money in the disaster. This woman had been brought to the hotel to meet the Consul by the tireless Mrs. Brown, so that something could be done to assist her. The picture was as perfect a one of absolute democracy as could be obtained.

The woman, who was returning to her luxurious home in Denver after seven hours in an open boat, during which time she continually used an oar; after four days in watching over others and waiting on the sick; after remaining up practically all night Thursday night, sat holding the hand of the little brown-eyed, baby-faced Russian woman, and repeating to her in German time and again that everything was all right.

The grief of the young widow was of that profound kind which has passed the stage of tears. When the interview was over and she was to go, whither she knew not, in a land where she was penniless, where she knew no word of its language, she stood for a moment looking at the stronger woman, who had mastered the situation and had been the leader. Hesitatingly she held out her hand, and then turning her face up like a little child, she paid the only tribute she understood as she kissed the older woman on the cheek, and mutely walked away with the Consul leading her by the hand. It was the final tribute to fortitude combined with tenderness.

"The whole thing," said Mrs. Brown, "was so formal that it was difficult for any one to realize that it was a tragedy. Men and women stood in little groups and talked. Some laughed as the first boats went over the side. All the time the band was playing. After a little while I helped put some women into a boat. I remember the last woman. She was French. She was very excited. I spoke to her in French and helped to put her into the boat. Somehow I did not seem to care about the thing of being saved. We thought that the ship was so big that she could not go down for a day at any rate. The passengers had been stepping from the deck into the boat in which I put the Frenchwoman. Then they swung it out over the water. I had then gone to an upper deck and was looking down at it and watching the picture.

"I had noticed two men following me from place to place as I talked with the women here and there. These two men just then followed me to the upper deck and carried me down and practically threw me into the boat, with the words, 'You are going, too.' They were Edward P. Calderhead and James McGough, two American merchants. I owe my life to them, for there were no more boats, and I would be now with those who are at the bottom, for I had gone back upstairs, you see.

"We were lowered to the water as gently as if it were a boat drill. Our boat could have carried several more. I can still see the men up on the deck tucking in the women and bowing and smiling. It was a strange sight. It all seemed like a play, like a drama that was being enacted for entertainment. It did not seem real. Men would say, 'After you,' as they made some woman comfortable and stepped back. I afterward heard some one say that men went downstairs into the restaurant. Many of them smoked. Many of them walked up and down. For a while after we reached the water we watched the ship. We could hear the band. Every light was shining.

"The man in the back of the boat, a quartermaster they said he was, told us to row away from the big steamer. I was getting cold. I took off my life belt because I knew how cold the water was, and I felt that if I were to be drowned I wanted it over quickly—they say it takes but two minutes. I did not wish to linger. I figured it all out, and then I got an oar. In this way I managed to keep warm.

"It was just midnight as we dropped down to the water, perhaps a minute or so after. It did not seem long before there was a great sweep of water which went over us all. A great wave rose once and then fell, and we knew that the steamer was gone. We could see as plainly as if it had been day. There may have been many swimming, but we had rowed at least a mile and a half by the time the steamer went down, and I saw none of this. I saw no dead people.

"To me there was not one tragic harrowing element near me. We were in a boat, we were safe, and we were at work. I was simply fascinated. In a few moments the man in the back of the boat began to complain that we had no chance. There were only three men in the boat. For at least three hours, he seemed to break the monotony of it.'

"We stood him patiently, and then after he had told us that we had no chance, told us many times, and after he had explained that we had no food, no water, and no compass I told him to be still or he would go overboard. Then he was quiet. I rowed because I would have frozen to death. I made them all row. It saved their lives.

"Soon after the steamer went down we began to see the other boats. In the haze, with a sea as calm as glass, we talked to two boats which were near us. All of us, sixteen boats in all, waved back and forth to each other in the growing dawn. A strange man sat in the back of the boat. He seemed to be a foreigner. He never moved his hands once. I wonder why he did not freeze to death. He had on kid gloves and a monocle, which he never once dropped out of his eye. We picked up one man and I put him to work rowing and put some of our clothes around him.

"A little while after the steamer dived down we saw plainly a fishing boat. We pulled hard to try to get near it, but it faded away in the mist. I think we rowed at least nine miles altogether in trying to reach this fishing boat, and in rowing back to where we believed we should wait for help. Then, suddenly, like a streak of lightning over the edge of the sky shot the searchlight of the Carpathia. I knew we were saved, and I began to look about me. She must have been ten miles away then. I made them keep on rowing, for I knew they might even then freeze before we were reachd.

"Then, knowing that we were safe at last, I looked about me. The most wonderful dawn I have ever seen came upon us. I have just returned from Egypt. I have been all over the world, but I have never seen anything like this. First the gray and then the flood of light. Then the sun came up in a ball of red fire.

"For the first time we saw where we were. Near us was open water, but on every side was ice. Ice ten feet high was everywhere, and to the right and left and back and front were icebergs. This sea of ice was forty miles wide, they told me. Imagine some artist able to picture what we saw from that boat at dawn in that field of ice, with the red sun playing on those giant icebergs.

"We did not wait for the Carpathia to come to us. We rowed toward it. We were picked up at 7 A. M. We were lifted up in a sort of nice little sling that was lowered down to us. After that it was all over. The passengers of the Carpathia were so afraid that we would not have room enough that they gave practically the whole ship to ourselves.

"I was hurrying here to see my son who is in Medford, Ore. He was married very young and went out there to live. His baby is ill, and, of course, I had to get home to see what I could do. I left my daughter in Paris, and am going back in May. We are to visit friends in London. I have not been made afraid by my experience. I have no fear of water. I simply did what was to be done. For fifteen years I have labored in Denver with Judge Lindsey in rescue work, and when my time came I did what I could."

It has been learned that the women passengers of the Titanic who were rescued, refer to "Lady Margaret," as they call Mrs. Brown, as the strength of them all.

COUNTESS IN CHARGE OF BOAT.

Sat at Tiller Five Hours—Survivors Sang "Pull for the Shore."

One ablebodied seaman who shipped aboard the Titanic when she left Southampton is tired and a little listless and subdued from the things he lived through last Monday, but his eyes light up and his speech becomes animated when you ask him what part the women played in the trying hours after the Titanic sank.

"There was a woman in my boat as was a woman," he said yesterday, straightening up in her honor. She was the Countess of Rothes, and let me tell you about her. I was one of those who was ordered to man the boats, and my place was in No. 8. There were thirty-five of us in that boat, mostly women, but there were some men along.

"I was in command, but I had to row, and I wanted some one at the tiller. And I saw the way she was carrying herself, and I heard the quiet, determined way she spoke to the others, and I knew she was more of a man than any we had on board. And I put her in command. I put her at the tiller, and she was at the tiller when the Carpathia came along five hours later.

"And there was another woman on board who was strong in the work we had to do. She was at the oar with me, and, though I never learned her name, she was helping every minute. It was she who suggested that we should sing. 'Sing, you say?' I should think we did. To keep up our spirits, I guess. We sang as we rowed, all of us, starting out with 'Pull for the Shore,' and we were still singing when we saw the lights of the Carpathia. Then we stopped singing and prayed."

WOMEN MANNED LIFEBOATS.

Forced to Oars by Lack of Proper Crew—Girl Who Gave Up Her Seat.

Magistrate Robert C. Cornell said yesterday that his wife, who with her two sisters, Mrs. Edward Appleton and Mrs. John Murray Brown, were among the survivors, had passed a comfortable night and was in as good condition as could be expected. The mental strain on Mrs. Cornell, the Magistrate said, during the trip in on the Carpathia was frightful.

"Mrs. Cornell," said the Magistrate, "is of the same opinion as many others of the survivors, that many of the lifeboats left the side of the Titanic before they had nearly their capacity.

"With Mrs. Appleton, she was assigned to a place in the second boat. This boat when it was lowered contained twenty-three persons, and she says there was room for at least seventeen more without overcrowding. In fact, all of the boats, my wife says, could have carried many more passengers with safety.

"There were three oars in the boat which my wife and her sister were put in, and no food, water, nor covering of any sort to keep out the cold. The crew of this boat consisted of one sailor and one petty officer.

"When the boat was lowered into the water an Italian was seen struggling in the water and he was picked up. The three men then each took an oar and did the best they could.

"Mrs. Cornell and her sister, who have a slight knowledge of rowing, took turns at the oars, as did the other women in the boat, and after drifting about the sea for about four hours were picked up by the Carpathia.

"Miss Edith Evans, a niece of Mrs. Cornell and her sisters, was traveling with them, and she and Mrs. Brown were assigned to places in one of the boats which left after the one in which Mrs. Cornell and Mrs. Appleton were placed. When this boat was about to be lowered it was found that it contained one more passenger than it could carry. Then the question came as to who should leave.

"Miss Evans, who was a splendid girl of 25, said to Mrs. Brown that she had children at home and should be the one to remain. Miss Evans left the boat, saying that she would take a chance of getting in a boat later. It seems that this brave girl never got that chance, but went down to her death with the other heroes and heroines on the Titanic."

Through her son-in-law, H. C. Hutton of Winnipeg, Manitoba, Mrs. Mark Fortune told how she and her three daughters, Lucille, Mabel, and Alice, now stopping at the Hotel Belmont, were rescued from the Titanic and after being separated from her husband and son Charles, were placed in a boat with a Chinaman, an Italian stoker, and a man dressed in woman's clothing. Of all the occupants of this lifeboat, only one, the stoker, could row. Mrs. Fortune's daughters took turns at the oars.

Mrs. Fortune said that she was asleep in her cabin with her daughters when the collision occurred. She felt the great ship shiver violently. She heard her son knock on the door of her cabin and inform her that he was going up to find out what the trouble was. In a few minutes he returned with the information that the Titanic had struck an iceberg.

The women were not inclined to take things as calmly as the steward wanted them to, and hurriedly dressed. On their way up to the deck they were joined by Mr. Fortune and Charles Fortune. At the stairway to the boat deck, Fortune and his son were stopped by a group of officers, who told them they would not be permitted to ascend further. The women were instructed to go up and get into the boats. At that time the women did not realize that the ship was in danger, and did not even say good-bye to each other as they parted at the foot of the stairs. One of the Fortune girls, indeed, called back to Charles, "Look after father." That was the only message passed between them.

Mrs. Fortune and her three daughters were placed in the tenth boat that was lowered away. They said it was "terribly overcrowded." Four members of the crew who had been assigned to their boat, were transferred to another as soon as the craft struck the water.

The women saw changes being made in the loading of several other boats, and finally saw that the collapsible craft were proving unseaworthy. Some began to leak as soon as they stood away from the side of the liner, Mrs. Fortune asserted, and their occupants had to be taken into other boats.

There was consternation among the passengers on their boat, most of whom were women, when it was ascertained that four of the crew would have to be taken off to man another boat. That left but one member of the crew to navigate. The stoker knew how to handle an oar, but the Chinaman was of little use. The man dressed in woman's clothing did his best to row, but did not seem familiar with an oar. This man wore a woman's bonnet and a veil, in addition to a skirt and blouse, which he had evidently picked up in a hurry as he ran through the ship.

One of the Fortune girls and another girl got out an oar, and helped to pull away from the wreck. The family agreed that they were in the boat within one hour after the liner struck. About 2:30 o'clock, as far as they can remember, they saw the stern of the Titanic hoist itself in the air. A crowd could be seen struggling. Shrieks came across the water to the crew of the Fortune boat. The band continued playing to the last, some with life preservers on their arms as they worked their instruments, and others with the belts around their waists. Not one made an attempt to save himself.

Mrs. Fortune was of the opinion that no discrimination was made between passengers of the first, second, or third class in making allotments for seats in the boats. That rule applied only to the women, however. When the ship struck several men in the steerage tried to rush the officers in charge of the lifeboats, Mrs. Fortune remembered. At first the officers were able to keep them off by slugging them, but the passengers grew more terrified. Then the officers made use of their revolvers, first to fire in the air, and then to aim at the bodies of the men.

TWO YOUNG MEN'S HEROISM.

Woman Tells How Roebling and Case Saved Her—Others' Tribute to Dead.

Among the chivalrous younger heroes of the Titanic disaster were Washington A. Roebling, 2d, of Trenton, and Howard Case of London, representative of the Vacuum Oil Company. Both were urged repeatedly to take places in lifeboats, but scorned the opportunity while working against time to save women. They went to their death, it is said by survivors, with smiles on their faces.

Both of these young men aided in the saving of Mrs. William T. Graham, wife of the President of the American Can Company, and Mrs. Graham's 19-year-old daughter, Margaret. The Grahams live in Greenwich, and Mr. Graham had been in the city for four days without a wink of sleep awaiting news of his wife and daughter. His first definite information that his family had been saved, Mr. Graham said yesterday at the Plaza, was when a representative of THE TIMES called him up and read a Marconigram to him telling him of the good news.

A TIMES reporter met Mrs. Graham and her daughter yesterday afternoon just as they were departing for their home in Greenwich. Both appeared to be in good health, though nervous and excited. They spoke in the highest terms of Mr. Roebling and Mr. Case, and said that it was hardly conceivable that men could be so gallant and calm. This is Mrs. Graham's story:

"My daughter and I had a stateroom on the port side, near the stern, and we were awake, although in bed, when the iceberg was struck. It was a grinding, tearing sound. We didn't regard it as serious. I dressed lightly, but my daughter tried to go to sleep.

"With us, in an adjoining stateroom, was my daughter's companion, Miss E. W. Scutes, a teacher. She was the only other member in our party and was later saved with us. She got up, too, but my daughter insisted that the danger was imaginary and told us to go to sleep.

"Shortly after there was a rap at the door. It was a passenger we had met shortly after the ship left Liverpool—Washington A. Roebling, 2d. He told us that it would be best to be prepared for an emergency. I looked out of my window and saw a big iceberg. We lost no time getting into the saloon. In one of the passages I met an officer of the ship.

"'What is the matter?' I asked him.

"'We've only bursted two pipes,' he said. 'Everything is all right; don't worry.'

"'But what makes the ship list so?' I asked.

"'Oh, that's nothing,' he replied, and walked away.

"On the deck we met Howard Case. We had been introduced to him. We had had many pleasant talks with Mr. Case and I asked his advice, because I had already seen one boatload of passengers lowered and I wanted to know if it would be safer to stay on board. Mr. Case advised us to get into a boat.

"'And what are you going to do?' we asked him.

"'Oh, he replied, 'I'll take a chance and stay here.'

"Just at that time they were filling up the third lifeboat on the port side. I thought at the time that it was the third boat which had been lowered, but I found out later that they had lowered other boats on the other side, where the people were more excited because they were sinking on that side.

"Just then Mr. Roebling came up, too. He told us to hurry and get into the boat. Mr. Roebling and Mr. Case bustled our party of three into that boat in less time than it takes to tell it. They were both working hard to help the women and children. The boat was fairly crowded when we three were pushed into it. A few men jumped in at the last moment, but Mr. Roebling and Mr. Case stood at the rail and made no attempt to get into the boat.

"They shouted good-bye to us, and—what do you think Mr. Case did then?' He just calmly lighted a cigarette and waved us good-bye with his hand. Mr. Roebling stood there, too—I can see him now. I am sure that he knew that the ship would go to the bottom. But both just stood there.

"I counted our fellow-passengers. We were thirty-four, including two sailors, two ship's boys, and half a dozen or more other men. The men didn't say a word. The women quarreled a little because some of them didn't have room to sit down. Then there was a lot of argument as to how far we should go out. Some seemed to think that we ought to stay very near, because, they said, the ship wouldn't sink anyway. Others were in favor of going away out.

"The trouble was that there was no one in command, and the two sailors couldn't do much. The men were silent, and that is why the women did most of the talking. There were sixteen oar locks in our boat, but we lost three oars right off because those who handled them didn't know anything about rowing. Then I took an oar myself. I don't think I helped very much. It was snappy cold and I was dressed very lightly. Everybody seemed rather dazed, but not so very excited. That came later.

"We went out about three-quarters of a mile, I think, following another boat which carried some green lanterns. That was the only thing we had to go by. Behind us the lights on the Titanic went out, and in an hour and a half the big ship went down. It was in that hour and a half that the passengers got their fright. We couldn't tell what was going on on the ship—but those shrieks and cries! I'll never forget them. And there were many shots, I don't know how many.

"I saw many dead. That was frightful. I saw Mrs. Harris on the Carpathia. She appeared dazed and didn't say anything. I saw Mrs. Astor, too. She didn't appear ill when I saw her. Throughout the journey to New York I didn't see Mr. Ismay. You see, he remained in his cabin."

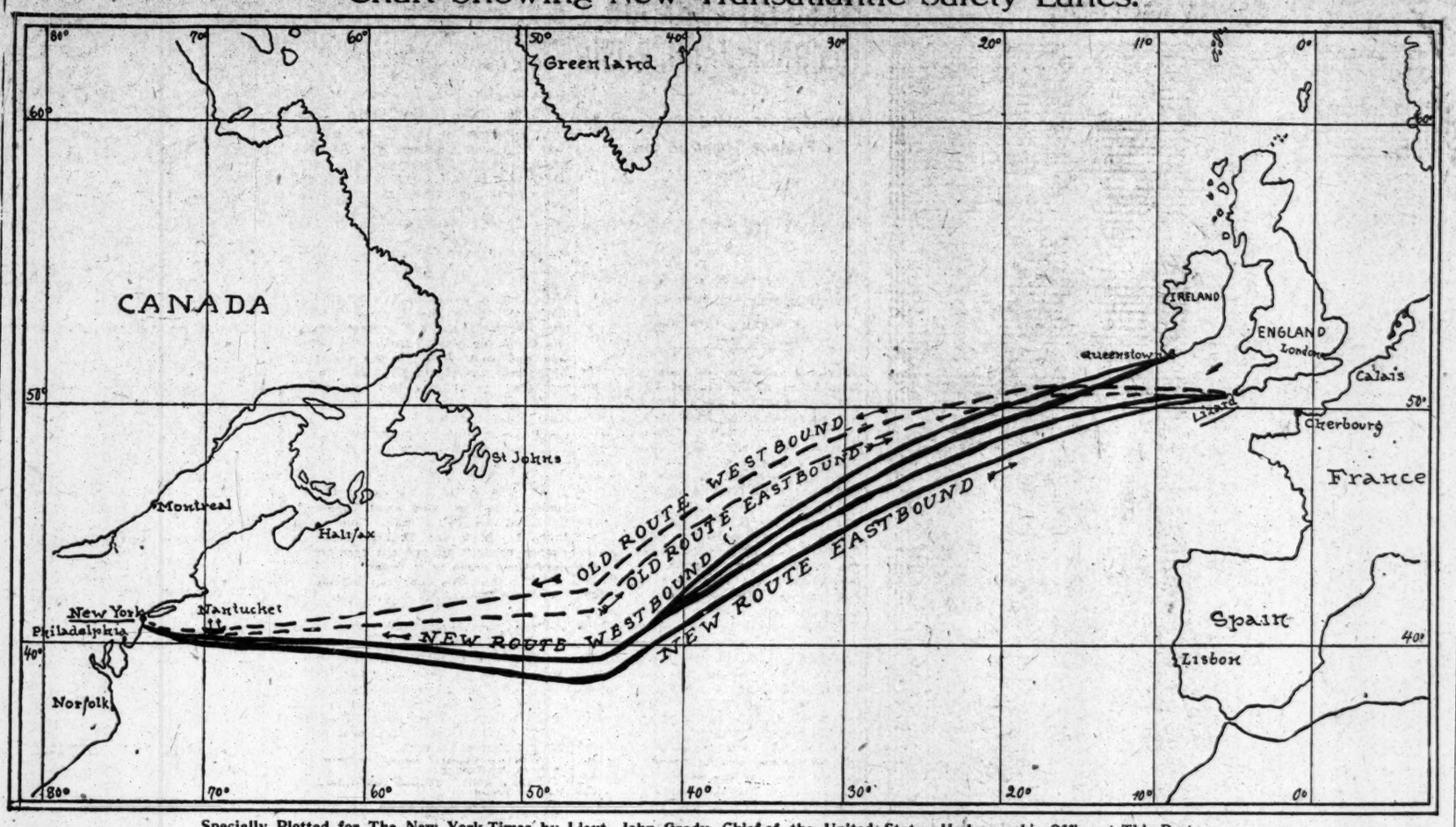
Mr. Graham, at this point, asked his wife whether she ever wanted to go abroad again.

"Never," she replied, without hesitating.

"And how about you, Margaret?" he asked.

"Well," replied the daughter, hesitating a moment, "at least not immediately."

Chart Showing New Transatlantic Safety Lanes.



Specially Plotted for The New York Times by Lieut. John Grady, Chief of the United States Hydrographic Office at This Port.

ALL SHIPS TO TAKE A NEW LONG COURSE

Lines Agree to Abandon Winter Route on Which Titanic Was Lost.

270 MILES FURTHER SOUTH

Fastest Boats Will Require Nine Hours More for Trip, but Will Avoid Ice and Fog.

There is no longer to be a saving of time at the expense of safety for the ships of the English and Continental lines. A radical change in the transatlantic course was announced yesterday, when the Hydrographic Office and the various steamship lines agreed on a new "long" course, which runs far to the south of the course upon which the Titanic met disaster. By it vessels will escape both the possibility of ice encounters and much of the fog which hangs over the northern line.

Eastbound steamships wil steer a course from the Ambrose Lightship to latitude 40 north, longitude 70 west, and thence to latitude 38.20 north and longitude 60 west, following that line to longitude 45 west, where they swing into a great circle and on to Bishops Rock or the Lizard. Westbound, they follow the great circle to latitude 39 north and longitude 45 west, and thence follow that latitude to longitude 50, from which point they head for Nantucket Lightship.

The course, formerly in the easterly direction, was from port to latitude 40:10 north and longitude 70 west, to cross longitude 47 west in latitude 41 north, and from this last point to follow a great circle to Fastnet. This course is known as the long route, and is in use between Jan. 15 and Aug. 23 during each year.

"Go to the north and save as much time as possible." This has been looked upon as the unofficial order to many skippers, and it has been obeyed in many cases, as is testified by the cutting a few minutes off transatlantic trips. During the time of the year when the prescribed course is the long one the passengers are not aware of the risk that is being taken to bring them across in good time. The skipper is often congratulated for the feat.

The new route, according to Lieut. Grady of the United States Hydrographic Office, will make the distance to Fastnet 3,080 miles, where the distance is now reckoned as 2,838 miles. The change in route will carry steamships 270 miles south of the course now followed.

"This changing of the course has been advocated by the Hydrographic Office," said Lieut. Grady. "It brings the turning point to the east, and the steamship will not only evade icebergs but fog. This is an exceptional year, however, and the skipper steering over the new plotted course will do well to exercise caution for ice reports. The early appearance of ice in the North Atlantic lane would indicate a drift well to the south and eastward. Ordinarily, if the ice reach such a point, it is honeycombed and not much of a menace. Ice reports now show a different condition. Skippers report glacial ice, hard as steel and blue in tint, which shows that it does not contain air and will travel far before it melts.

"There will be a loss of time traveling the new route, and a 24-knot boat will be about nine hours longer in reaching her destination. Boats of the Olympic class may be eleven or fourteen hours longer in the crossing. This is offset by the fact that on the more southerly course vessels will not be delayed by fog as frequently as now, and they will avoid the delay of hours in slow steaming through icefields or because of the report of ice in the vicinity.

There has long been a feeling of unrest over the presence of ice on the steamship lane, and there was a desire to have the route changed to the south. This was simply the sentiment, but it quickly found expression when the lesson of the sinking of the unsinkable Titanic was brought home to steamship men. The case was felt to be one calling for immediate action, and after negotiations by cable and telegraph, the lines on April 17 made the first change in the route. This held until more deliberate consideration brought about the present agreement. The route as first changed was to run eastward, crossing longitude 47 in latitude 40:10. This was taken up on April 17, and the Cunarder Carmania, which sailed from here on the next day, was the first to go over that route.

The route as changed by yesterday's agreement is 160 miles south of the route laid down then.

It is not so many months ago that a vessel "hugging" the north, to save time, ran so close to Cape Race that her passengers were able to see people walking on the beach at Cape Race. This shows the lengths to which some commanders have been willing to go to save a few hours' time and coal.

TALKING ABOUT OURSELVES

This one thing about the Thompson-Starrett organization every Owner may take for granted:

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IT IS APPOINTED UNTO MEN *ONCE* TO DIE, AND AFTER THIS *COMETH JUDGMENT.*
—Heb. 9: 27.

There is none RIGHTEOUS; no, *not one;*
There is none that SEEKETH AFTER GOD;
There is none that DOETH GOOD; no, *not so much as one.*
—Rom. 3: 10-12.

By *works of law* shall *NO FLESH* BE ACCOUNTED RIGHTEOUS IN HIS SIGHT;
For *through law* cometh the KNOWLEDGE OF SIN.
—Rom. 3: 20.

But to him that *worketh not,* but BELIEVETH ON HIM THAT *JUSTIFIETH THE UNGODLY,* his faith is **RECKONED** FOR RIGHTEOUSNESS. —Rom. 4: 5.

BELIEVE ON THE LORD JESUS AND THOU SHALT BE SAVED.
—Acts 16: 31.

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The materials are cotton, natural and bleached linens. The designs are Floral, Bird of Paradise, French Medallion. Chippendale-Chinese, reproductions of Old Needlework, etc., etc.

These fabrics are shown combined with hand-made furniture—reproductions of XVIII Century models, with which these Chintzes were originally used—and with white and colored enamel bedroom furniture.

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BUTT WAS TIRELESS IN HELPING WO

Became One of Titanic's from the Moment th struck.

TAFT ... HIGH ...SE

Abandoned ... as His Aid When He Hea... Women ...

Major A... Butt, U. S. A., military aid to President Taft, who lost his life on the Titanic, met his death in a manner that justified the President's estimate of him as expressed in the eulogy ... out at the White House yesterday, in which the President tenderly referred to his late aid as a man "gentle and considerate," and as one who was "every inch a soldier."

From the moment the Titanic climbed to her death on the jagged shelf of the great iceberg until the last boatload of women and children and some men was lowered, Major Butt was to all intents and purposes an officer not only of the American Army but of the British mercantile marine. He was among the first to realize the gravity of the Titanic's condition, and he immediately forgot self and went to the assistance of the sorely taxed skipper and other officers of the sinking liner.

From the moment that Capt. Smith let it be known to his officers and a few of the more intelligent passengers that the Titanic was doomed Major Butt was an officer of the ... He was here and there and everywhere giving words of encouragement to the women and children, and ... when necessary commands to keep ... men from giving in and ... the awful situation even more ...

That this was the ... in which Major Butt met ... tain. Capt. Charles E. Crain ... nty-seventh United States ... a passenger on the Carpathia ... he learned that Major Butt ... the dead he made it his ... he true story of his comrade's ... Crain sailed for Italy on the ... esterday afternoon. Before ... ed he gave to a TIMES reporter ... formation he had been able to get ... survivors concerning Major Butt.

Helped to Keep Discipline.

"Naturally," said Capt. Crain, "I was deeply concerned in the fate of Major Butt, for he was not only a fellow-officer of the army but also a personal friend of many years' standing. I questioned those of the survivors who were in a condition to talk, and from them I learned that Butt, when the Titanic struck, took his position with the officers, and from the moment that the order to man the lifeboats was given until the last one was dropped into the sea he aided in the maintenance of discipline and the placing of the women and children in the boats.

"Butt, I was told, was as cool as the iceberg that had doomed the ship, and not once did he lose control of himself. In the presence of death he was the same gallant, courteous officer that the American people had learned to know so well as a result of his constant attendance upon President Taft. There was never any chance of Butt getting into any of those lifeboats. He knew his time was at hand, and he was ready to meet it as a man should, and I and all of the others who cherish his memory are glad that he faced the situation that way, which was the only possible way a man of his calibre could face it."

Major Blanton Winship, U. S. A., who shared an apartment in Washington with Major Butt; Frank D. Millet, the artist, and Lord Percy of the British Embassy, was at the pier when the Carpathia landed to get what information he could of Major Butt and Mr. Millet, who was also lost.

"I knew that Butt and Millet had gone down the moment I heard that the Titanic had foundered," said Major Winship. "Of course, it's a great blow to all of Butt's and Millet's friends, but we realized that men like them would have no alternative but to go down with the ship. They were men, that's certain."

Woman Tells of Butt's Gallantry.

Mrs. Henry B. Harris of Washington, a survivor of the Titanic, is in an apartment at 50 Central Park West, and is in a condition bordering on hysteria. It was only for the sake of paying tribute to Major Butt that she consented to be interviewed. She told her story to a representative of The Washington Star.

"I saw Major Butt just before they put me into a collapsible raft with ever so many women from the steerage," she said. "Mr. Millet's little smile, which played on his lips all through the voyage, had gone, but when I was put in the boat I saw him wave his hand to a woman in another boat.

"But, oh, this whole world should rise in praise of Major Butt. That man's conduct will remain in my memory forever; the way he showed some of the other men how to behave when women and children were suffering that awful mental fear that came when we had to be huddled in those boats. Major Butt was near me, and I know very nearly everything he did.

"When the order to take to the boats came he became as one in supreme command. You would have thought he was at a White House reception, so cool and calm was he. A dozen or so women became hysterical all at once as something connected with a lifeboat went wrong. Major Butt stepped to them and said: 'Really, you must not act like that; we are all going to see you through this thing.' He helped the sailors rearrange the rope or chain that had gone wrong and lifted some of the women in with gallantry. His was the manner we associate with the word aristocrat.

"When the time came for it, he was a man to be feared. In one of the earlier boats fifty women, it seemed, were about to be lowered when a man, suddenly panic-stricken, ran to the stern of it. Major Butt shot one arm out, caught him by the neck and jerked him backward like a pillow. His head cracked against a rail and he was stunned.

"'Sorry,' said Major Butt; 'women will be attended to first or I'll break every damned bone in your body.'

"The boats were lowered away one by one, and as I stood by my husband he said to me: 'Thank God for Archie Butt.' Perhaps Major Butt heard it, for he turned his face toward us for a second. Just at that time a young man was arguing to get into a lifeboat, and Butt had hold of the lad by the arm like a big brother and appeared to be telling him to keep his head.

"I was one of three first cabin women in our collapsible boat, the rest were steerage people. Major Butt helped those poor frightened people so wonderfully, tenderly, and yet with such cool and manly firmness. He was a soldier to the last."

"Remember Me to Folks at Home."

Miss Marie Young, a former resident of Washington, is believed to have been the last woman to leave the Titanic and the last of the survivors to have talked with the President's military aid. She and Major Butt had long been friends, Miss Young having taught music to the children of Col. Roosevelt. Miss Young gave a Washington Star reporter this account of Butt's actions:

"The last person to whom I spoke on board the Titanic was Archie Butt, and his good, brave face smiling at me from the deck of the steamer was the last I could distinguish as the boat I was in pulled away. Archie himself put me into the boat, wrapped blankets around me, and tucked me in as carefully as if we were starting on a motor ride. He himself entered the boat with me to help me get fixed, and with as smiling a face as if death was far away.

"When he had carefully wrapped me up, he stepped upon the gunwale of the boat, and, lifting his hat, smiled down at me.

"'Good-bye, Miss Young,' he said. 'Luck is with you. Will you kindly remember me to all the folks back home?'

"Then he stepped to the deck of the steamer, and the boat I was in was lowered to the water. It was the last boat to leave the ship; of this I am perfectly certain. And I know that I am the last of those who were saved to whom Archie Butt spoke."

Taft's Tribute to Butt.

WASHINGTON, April 19.—President Taft was notified as soon as the Carpathia docked and the corrected list of survivors was made public that Major Butt was not on board. With all hope for the rescue of his aid abandoned, the President to-day issued a statement showing the high regard in which he held him and his belief that he died as a man should die in the face of such a disaster as that of the Titanic. The President said:

"Major Archie Butt was my military aid. He was like a member of my family, and I feel his loss as if he had been a younger brother. The chief trait of his character was loyalty to his ideals, his cloth, and his friends. His character was a simple one, in the sense that he was incapable of intrigue or insincerity.

"He was gentle and considerate to every one, high and low. He never lost, under any conditions, his sense of proper regard to what he considered the respect due to constituted authority. He was an earnest member of the Episcopal Church and loved that communion. He was a soldier, every inch of him; a most competent and successful Quartermaster and a devotee of his profession.

"After I heard that part of the ship's company had gone down I gave up hope for the rescue of Major Butt, unless by accident. I knew that he would certainly remain on the ship's deck until every duty had been performed and every sacrifice made that properly fell on one charged, as he would feel himself charged, with responsibility for the rescue of others.

"He leaves the widest circle of friends, whose memory of him is sweet in every particular."

Whatever was the mission of Major Butt from the President to Rome—and all sorts of false and conflicting stories have been printed about it—the President is advised in a general way of its outcome by the letter he received yesterday from the Major dated at Rome and mailed just before he sailed.

What is in this letter is closely guarded. It is understood, however, that in it the Major revealed the result of his mission and stated the substance of what was in the letters which he carried and which probably went down with him on the Titanic.

A belief held by some that Major Butt handed letters in his possession to some one who escaped, with a request to deliver them to the President, is considered improbable.

Gen. Clarence R. Edwards, Chief of the Bureau of Insular Affairs, a close personal friend of Maj. Butt, who frequently played golf in foursomes with Maj. Butt, President Taft and Vice President Sherman, said to-night:

"Maj. Butt died like the fine, big man we all knew him to be. He had the very essence and traditions of the service as much as any man I ever knew who was not a West Pointer. He was absolutely devoted to the President. No aid de camp in the world was ever more devoted.

"The best thing about Maj. Butt was the fact that he was always cheerful, loyal and discreet. He did not advance his opinions, but, when asked for, he gave them. He had a jolly sense of humor all the time and could not be angered by being guyed or joked."

Roosevelt's Praise for Butt.

LINDSBERG, Kan., April 19.—Col. Roosevelt to-day paid a tribute to the heroism of Major Butt, who perished in the Titanic disaster:

"Major Butt was the highest type of officer and gentleman," said Col. Roosevelt. "He met his end as an officer and gentleman should, giving up his own life that others might be saved. I and my family all loved him sincerely."

ON THE BRIDGE WHEN SHE HIT.

Quartermaster Hichens Tells of Efforts to Save the Ship.

Quartermaster Robert Hichens of the Titanic, who was at the wheel of the giant liner when she crashed upon the iceberg, told a graphic story of the wreck yesterday. Hichens was one of the petty officers put in command of a life-saving boat, and he is the man who saw at closer range than any other the crash that sent the Titanic to the bottom of the ocean.

"My watch," said Hichens, "began at 8 o'clock Sunday night, and I was alongside the man at the wheel until 10, when I took the wheel for two hours. On the brige from 10 on were First Officer Murdock, Fourth Officer Boxhall, and Sixth Officer Moody. In the crow's nest were two men, one of whom was named Fleet.

"From 8 to 10 Second Officer Lightheller was on watch, and in that time I was carrying messages for him, one of them being to the carpenter in regard to the fresh-water supply. It was very cold, and Mr. Lightheller told me to tell the carpenter to look after the water supply and see that it did not freeze. At that time the thermomeeer regisered 31 degrees.

"When Mr. Murdock, the First Officer, relieved Mr. Lightheller, I took the wheel. All went well until about 11:40, when one of the men in the crow's nest signaled that there was something ahead. A moment later he telephoned to the bridge that right ahead was an iceberg. Mr. Murdock jumped to signal the engine room to stop the engines, and just as he did so the crash came. Immediately Mr. Murdock operated the mechanism that closes the watertight compartments.

"Capt. Smith came out of the chart room the moment we struck the berg and asked Mr. Murdock if the emergency doors had been closed. He was told that they had. The skipper then ordered the carpenter to sound the ship, but the carpenter did not answer. He was undoubtedly the first man on the ship to lose his life. The instruments showed the Titanic was already listing five degrees to starboard, and that she was sinking by the bow rapidly.

"Capt. Smith kept the sirens blowing, the wireless men were calling for help and the rockets were going up every few seconds. The boats were ordered manned and soon the women and children were being taken from the ship. I was in command of a boat full of women and children. To the best of my knowledge all the boats had full loads. When the Titanic disappeared we were about 400 yards away. We only rocked and were never in danger of being sucked down by the sinking ship. That is all, and then came the Carpathia and the rescue."

TAFT THANKS CONNAUGHT.

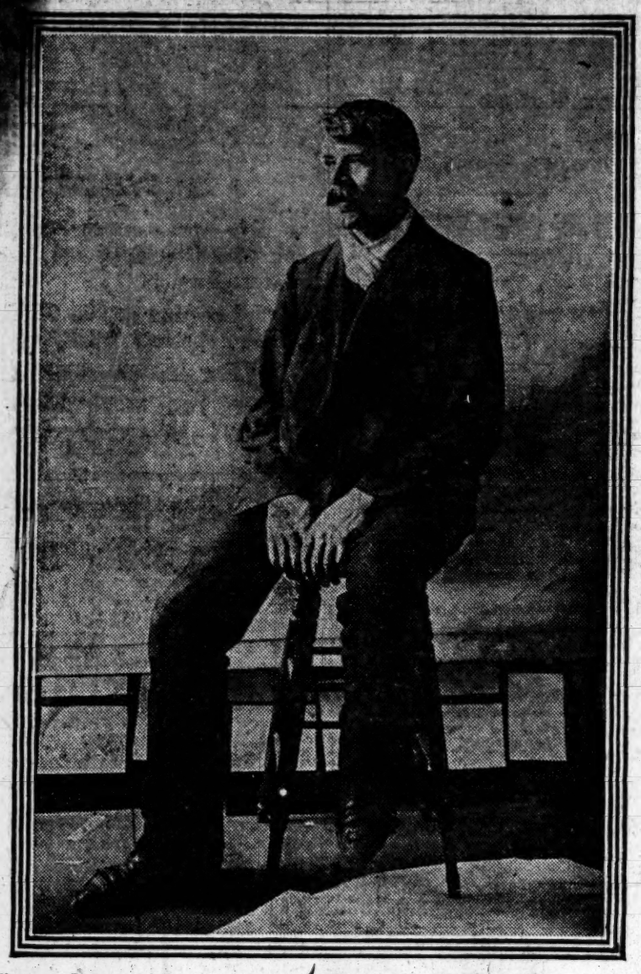
Appreciated the Duke's Tribute to Major Butt in Message.

OTTAWA, April 19.—The Duke of Connaught received to-day the following reply to his message of condolence addressed to the President of the United States:

"I thank you sincerely for your message of sympathy for our country in the great loss it has sustained through the terrible disaster of the sinking of the Titanic. I also appreciate very deeply the tribute you pay to Major Butt. When I read that only part of the ship's company was rescued, I knew he went down with the ship. He was a soldier.

"W. H. TAFT."

Harry Senior.



Fireman Rescued from Titanic, Who Told Story of Capt. Smith's Death.

SENIOR'S STORY RAISES ISSUE.

Lifeboats Stowed in Places Not Easily Accessible.

The story of Harry Senior, the Titanic fireman who escaped at the last minute, about the great difficulty some of the men had in lowering a lifeboat, moved some of those who arrived on the Cunard liner Carpathia to ask this question yesterday: Of what use are boats stowed on the top of deck houses and other inaccessible places?

Bride, the wireless operator on the Titanic, said that he saw twelve men trying to get a boat to the deck and they were having "an awful time." A steamship man said yesterday that any new law would have to include provisions for carrying boats in proper positions.

Capt. Rostron of the Carpathia added his voice to the demand that vessels carry enough lifeboats and rafts.

"It must be taken into consideration," said the Captain, "that vessels are well equipped for sea, except in case of the abnormal, and the accident to the Titanic was the abnormal one. One must always remember in the consideration of lifeboats that the greatest and the safest lifeboat is the great liner upon which the traveler crosses the Atlantic. In the making of lifeboats great care is taken and they are sound. In the making of the greatest lifeboat, the liner, not only is care taken, but science and marine knowledge of every sort enter into her construction.

"The sinking of the Titanic is not a matter of bulkhead test, for she had her bottom ripped open. The accident, however, shows that many theories must be abandoned."

The question of the stowing of lifeboats the Captain would not discuss.

Emil L. Boas, President Director of the Hamburg-American Line, has written to Senator Root urging an international agreement regarding life-saving equipment on transatlantic steamships. A telegram sent to Mr. Root says.

"As you are aware, there is a treaty in existence between the United States and the principal seafaring nations of Europe, according to which reciprocal inspection certificates are issued in each country with reference to boilers, life-saving appartus, &c., which certificates are recognized in the ports of every country party to the agreement. There is, however, a great divergence in the laws of these different countries in respect of the conditions upon which such certificates are issued.

"It seems to be imperative that the requirements, upon which alone such inspection certificates should be issued and reciprocally recognized, shall be uniform and observed by all nations. If this commends itself to your judgment, will you kindly present it to the President to the end, if it meets with his approval, that steps may be inaugurated by him for an international navigation conference at the earliest practicable date?"

FIRED INTO THE AIR TO CHECK PANIC RUSH

Fifth Officer Used Revolver to Protect Those in His Boat.

CRUISED TO FIND SWIMMERS

Searched Wreckage and Returned in Time to Pick Up Survivors from a Sinking Life Boat.

Thrilling tales of the heroism of the Fifth Officer of the wrecked Titanic were told yesterday by some of the passengers whose lives he saved, first from the sinking Titanic and later, after she sank, from a punctured lifeboat on the ice-strewn sea, into which he had transferred his boatload in order to return and rescue struggling swimmers over the grave of the Titanic.

Fifth Officer H. Lowe was in charge of one of the first boats lowered from the boat deck when the order to take to the lifeboats came. There were very few men in this boat, only enough to man the oars, for Lowe saw to it that no others stepped aboard, and practically without exception the men stood aside willingly and made way for the women. Altogether there were fifty-eight persons in the boat. Some of the women stretched up their hands in last appeal to loved ones left on the boat deck, and these waved back or answered with words of encouragement and trust.

As the boat was being lowered, and just as it was passing the deck below, a dozen men of the second cabin passengers could be seen clinging to the rail of that deck in a crouching position, just ready to spring into the boat when it reached their level.

Lowe rose quietly in the slowly descending boat, drew his revolver, and fired into the air. The women in the boat covered their eyes with their hands and screamed, dreading the next shot.

"That's just to show you that this pistol is loaded," he said to the men on the second cabin deck, "and while I don't want to hurt anybody, I'll kill any one who attempts to get in this boat. I have fifty-eight souls in my charge, and I can't afford to lose them."

The men fell back, and the boat was lowered and took the water safely. Then it was rowed swiftly away from the doomed liner. It went the faster because, unlike most of the boats in which the rescues were effected, it was equipped with a small sail.

After the boat had reached a safe distance away from the ship, five other small boats, several of them canvas-covered collapsibles, were encountered rowing aimlessly about on the dark sea. Loke took command of the situation, ordering those in the other boats to assemble in a group that the five boats might be tied together.

"A ship will sight five boats together where it could not see six separate boats," he said. "We must rely on that from now on."

Even as he spoke, there was a loud explosion on the Titanic, about a mile away, and those in the boats, looking with dread toward her, saw her dip nose first into the blackness of the sea, the lights—all but a scattered two or three of them—disappear, and the great liner plunge into the deep. Her stern rose a few moments later and floated ominously for a few minutes more. Then it, too, plunged downward and disappeared.

Turning to those in the five small boats, which had now been connected with ropes, Lowe announced that inasmuch as his boat alone had a sail, and since none of the others were too heavily laden with passengers, he was going to transfer his fifty-eight passengers into the other boats, that he might return to where the Titanic had sunk, and by cruising around there pick up what survivors still managed to keep afloat.

Those in the other boats objected vigorously, protesting that there was no room in their boats, and that they would surely be swamped if the transfer were attempted. But Lowe was obdurate; there was plenty of room, he declared, and he ordered the transfer. It was effected, despite the protests of those in the other boats and despite the darkness in which the six boats lay.

Lowe sailed back to where the Titanic had gone down, and cruised around there for about half an hour. Most of the time he was lost to view to those in the five smaller boats, but presently his boat reappeared clearly out of the darkness and was rowed alongside. Lowe had picked up two passengers struggling in the water over the Titanic's grave, and both were alive.

He had returned just in time, however; for in his absence one of the now heavily laden canvas-covered collapsible boats had been punctured either by a jagged block of floating ice or by wreckage washed far from the Titanic's plunge. Water poured through the leak, and the boat was almost awash when he reached it. Those aboard it were standing up or crouching in it and stretching out helpless hands and crying to him. Some of them had been loudest in their protests against taking Lowe's boatload aboard.

Again, there in the darkness, a transfer was effected, Lowe taking back into his boat nearly sixty passengers in addition to those he had saved from the wreck of the Titanic. Not long after the last passenger had been shipped aboard Lowe's boat the punctured collapsible boat went down.

Thereafter the five remaining boats kept together until dawn, when the lights of the Carpathia were sighted. The survivors were picked up by the Cunarder a little later, four hours after they had taken to the boats. All of them were exhausted; most of the women, scantily clad, were suffering from cold and exposure in the icy night and dawn upon the sea, and all were suffering intensely owing to the harrowing experiences they had gone through. Lowe was literally the last to leave the boats and be hoisted aboard the Carpathia, where warm blankets, food, drink, and medical attendance awaited the survivors.

Among these were Mrs. A. T. Compton and her daughter, Miss Sarah R. Compton of Lakewood, N. J., and Jefferson, N. H. Both were almost delirious. Mrs. Compton's son, Alexander T. Compton, chief owner of the Laurel House at Lakewood, and of the Waumbek at Jefferson, N. H., had awakened them when the shock of the collision with the iceberg came, and had hurried them up to the deck. There he had led them both to a lifeboat, and was proceeding to follow them in, when Lowe stopped him, telling him that only the women could take to the boats. Mrs. Compton refused to embark, declaring that she would not leave her son.

"Don't be foolish, mother," he said. "You and sister go into the boat and I'll look out for myself."

Still protesting, both women were thrust into the boat. They never saw young Compton again.

BABES OF THE SEA.

Dame Fortune Found a Foster Mother for Them in the Wreck.

By the wreck of the Titanic and the force of human kindness, Miss Margaret Hayes, daughter of Mr. and Mrs. F. K. Hayes of 304 West Eighty-fourth Street, has become the self-appointed guardian of two little French boys, one about 4 years old and the other about 3. Miss Hayes, although reluctant to give up her charges, is anxious to find out whether or not they have either a father or mother living.

These boys were found wrapped in a blanket in one of the Titanic's lifeboats. Miss Hayes was saved in another lifeboat. She found the little chaps on the Carpathia and took them to the stateroom which had been provided for her. It was said that the children had been in the Titanic's second cabin under charge of a man named Hoffman.

The list of second-cabin survivors makes mention of a Mr. Hoffman and of two children named Hoffman, but no one by that name has yet inquired for the children. Miss Hayes, moreover, cannot understand how two such small boys could be cared for by a man. She insists that the boys are French born and French brought up, and she does not believe their name is Hoffman.

As for the boys, they can babble, but they cannot speak for themselves. They appear to answer to the names of Louis and Lolo, but Miss Hayes wants it understood that she is not sure that these are their right Christian names. Miss Hayes is certain that they come from a good home. Their table manners, she said yesterday, are perfect, and the first thing both asked for when they had rubbed the sand out of their eyes yesterday morning was a bath.

"Where's papa?" asked he who may be Lolo, in French.

"Papa's gone," replied the other, who may be Louis.

The two boys undoubtedly are brothers. They both have brown eyes, brown curly hair, and perfect teeth. They do not understand a word of English, but Miss Hayes, who was educated in Paris, gets along very well with them, and also understands some of their babbling.

JESSE STRAUS TO HURRY HOME.

Learns of Parents' Death on His Arrival at Cherbourg.

CHERBOURG, April 19.—On the steamship Amerika, which arrived to-day from New York, were Mr. and Mrs. Jesse Isidor Straus, son and daughter-in-law of Mr. and Mrs. Isidor Straus, who lost their lives in the sinking of the Titanic.

News of the disaster was received by wireless, but only on landing was it learned by Mr. Straus that his parents were not among those saved. He immediately obtained an automobile and left for Havre to take passage, if possible, in the new steamer, La France, which sails to-morrow for New York.

It was the Amerika that warned the Titanic of the icebergs only a few hours before she struck.

Owing to the death of
Mr. and Mrs. Isidor Straus
this store is closed
Today, Saturday.

R. H. Macy & Co.

HERALD SQUARE,
Broadway 34th to 35th St.
NEW YORK.

Forsythe

Very Important Sale To-day
400 Misses', Girls', Juniors'
MAN-TAILORED SUITS AND COATS
Decided Reductions

Girls' Three-piece Suits, 12 to 16 yrs.
16.75 & 22.50
Formerly 24.50 to 37.50

Girls' Spring Coats, 2 to 14 yrs.
6.50 & 9.75
Formerly 11.50 to 17.50

Junior Tailored Suits, 13 to 17 yrs.
17.50 to 22.50
Formerly 27.50 to 32.50

Misses' Tailored Suits, 14 to 18 yrs.
18.50 to 29.50
Formerly 27.50 to 45.00

22-26 John Forsythe 34th St. West.

Hackett, Carhart FIFTEEN

For excellence of style, fit and wearing qualities and for a suit of superlative beauty here's a suit ("America's best $15 Suit for Men and Young Men"), that will meet your approval and has the sanction of the most finical.

The distinctive new grays, blues, tans, browns, and fancies in worsted, serges, velours, cassimeres, homespuns, and many other fabrics.

$15

Hackett, Carhart & Co.

E. E. TURLINGTON, Vice-President

265 Broadway, Near Chambers St. | 841 Broadway, Cor. 13th St. | 119 West 42d St., Near Broadway. | 125th Street, Near 3d Ave.

Harlem and 42d Street Stores Open Evenings

GIMBELS

The BILL-FOLD BANK is a constant companion and incentive to thrift. See it at the offices of Gimbel Brothers, Bankers (Rear Balcony, Main Floor) or ask to have a Field Teller sent to call at your home.

You'd Willingly Invest $22 In These Men's Spring Suits And Overcoats at $16.50

By every standard you choose to apply to them, they are of $22 quality—or better. That we can sell them for $16.50, is due to the way we bought them, and not to a slacking up in the way they are made. For every Gimbel Suit or Overcoat, whether sold at a regular or a special price, must do its part in upholding Gimbel quality, not only in Men's Clothing, but in everything else we sell.

Smart fabrics in Spring weights and colorings among the SUITS; many of which have the no-padding shoulders and the soft lapels, that GIMBELS first showed wholesale tailors how to put into men's clothing.

The OVERCOATS are fully lined with merveilleux silk of fine quality. Lapel silk-faced to edges, or not, as you prefer. In black, and dark or light Oxford gray. $16.50 *for either Suit or Overcoat—a saving of* 25 *per cent.*

A Fine Offering of Men's $2.50 to $3.50 Fancy Vests at $1.35

From one of our regular makers we have secured over 1,200 Vests to sell at an average of less than half price, because the lines were broken. That is, there is not a complete range of sizes in any one pattern. But the variety in each size is remarkably good, including flannels, washable and mercerized materials, in grays, tans and browns, white with colored stripes, and a number of handsome fancy effects. Vests that will look well with men's new Spring suits, at $1.35, instead of $2.50 to $3.50. Fourth Floor

$1.65 Is Little for These Men's Paris SHIRTS That Were $2.50 to $3.50

But it affords an opportunity for men to buy Shirts from one of the best French shirtmakers at the usual price of ordinary kinds.

The Shirts were made to our order, over well-fitting American patterns; of fine Madras and percales in handsome designs and colorings. Attached cuffs; plaited bosoms Now $1.65 each, because they must give way to newcomers. Main Floor

Supplement—Three New Styles Join The WELBRED Shoes for Men

Welbred TRADE GB MARK

We were so eager to tell men who like good Shoes about our splendid new Welbred family on Thursday, that we did not wait for these later comers that we are able to show, today.

You see, these Shoes have all been newly made to our order, with our WELBRED trade-mark, and they had to be made right, so we had to be content to wait. We should like to tell you the name of the makers, for it's famous; but we promised not to do so publicly just now. But we'll tell you when you come to see the Shoes.

But the new arrivals—
Tan calf lace, with tan whipcord, cloth tops. $7.
Black calf, button or lace, with dark gray whipcord, cloth tops. $7.

The height of good style as you'll admit when you see them. All on the new English flat-last, with broad shanks, and low heel.

Now there are *twenty-seven* styles of Welbred Shoes, in high and low models.

And four more styles coming, including the Golf and Tennis Shoes. $6 to $9 pair. Come and see them. Second Floor

GIMBEL BROTHERS
BROADWAY NEW YORK THIRTY-THIRD ST

CARPATHIA CHEERED AS SHE SAILS AGAIN

Rescue Ship, with Flag at Half Mast, Resumes Her Interrupted Voyage.

LOVING CUP FOR CAPTAIN

From the Survivors—Skipper Had Ordered Supplies for Second Voyage by Wireless—Had Little Rest.

The Cunard liner Carpathia, which rescued and brought to port the survivors of the Titanic, started again yesterday her interrupted trip to the Mediterranean. Her flag, like every flag in sight, and there were many on shipping and the tall buildings which can be glimpsed from the water front, was at half mast in honor of the Titanic's gallant dead.

Capt. Rostron had another "crowded hour" and between times, when he was not busy looking after the preparations for departure, attended the Congressional Committee investigation into the loss of the White Star liner, reported to the officials of the line here, and wrote his report for the home office in Liverpool. This report, just before sailing, he made public, and this statement, he declared, was the only one he has given out since the rescue.

He and his crew had very little rest since Sunday night, when the Carpathia picked up the Titanic's distress signal. Even though many did not realize the plight of the Titanic, the crew turned out to prepare the boats, to make sandwiches, get ready accommodations for the survivors, and turn the vessel into an emergency hospital in case of need. A steward paid this tribute to Capt. Rostron yesterday:

"Capt. Rostron is a soldier as well as a sailor. He ordered the hot water shut off all over the ship and turned every bit of heat into steam. It was speed we needed to get there, and we got there. Capt. Rostron did everything that could be done, and, more than that, he did not content himself with sticking to brain work alone. He got down and did the hardest kind of work. One of the first things done was to muster the stewards in the saloon and Chief Steward Hughes told us that a wireless had been received that the Titanic had hit an iceberg, and would probably be wanting help."

When wireless word was received here that the Carpathia had decided to turn back to New York instead of making Halifax with the survivors the real work of getting ready for her departure within a day of her arrival fell upon Capt. Roberts, Superintendent of the line.

A "Suppressed Message" Explained.

Capt. Rostron ordered the supplies he needed to fill his larder by wireless and in the code. In the anxiety to get some news every wireless flash from the Carpathia was picked up. This particular code message was caught by a wireless station in Brooklyn. An hour later a reporter appeared at the White Star Line office, and producing the code, asked one of the officials to translate it. He had suspicions when he was told that it meant herrings, beef, and other articles of every day necessity. It was explained that the code was used to shorten the message, but the reporter was sure it was another suppressed message.

There was no time to send the soiled linen, blankets, and other articles to the laundry and have them returned before the ship's departure. Her laundry was exchanged with that of the steamship Saxonia. There was coal enough left over from other vessels and barges conveniently near to fill the Carpathia's bunkers. All this was ready, and as soon as possible after her arrival the work of recoaling and reprovisioning her began.

The real feat performed by Capt. Roberts after consultation with the White Star officials was in the arrangements made to prevent stampede and panic when the survivors began to come ashore. More than 150 employes of the Cunard Line and White Star Line were told off and stationed at every point on the pier. It was these who kept back the crowd and formed the lane through which the survivors walked until they were well away from the gangplank of the Carpathia.

When the Carpathia departed there was still a small army of sightseers at the pier all morning and until sailing time. These were kept in check by a police detail. No one was allowed on the pier except on business. As sailing time approached this order was modified, and those who were able to give the names of friends they wished to see were allowed to go on the pier and the vessel.

There were quite a number of these persons who obtained admission, and long before the vessel cast off they overran the decks anxious for glimpses of the rooms occupied by the survivors, to listen to stories of the rescue, and especially to climb to the wireless operator's room. The stewards and sailors were busy cutting up the life preservers stripped from the survivors for souvenirs.

Survivors Give Captain Loving Cup.

The Committee of the Survivors met at noon aboard the Carpathia and presented a loving cup to Capt. Rostron. The committee consisted of S. L. Goldenberg, Chairman; I. G. Frauenthal, Treasurer; Frederick K. Seward, Secretary, and Karl H. Behr, W. E. Carter, and S. O. Spedden. Mrs. J. M. Brown, Mrs. M. Stone, and Mrs. Bucknell were the members of an auxiliary committee to look after the wants of the women survivors.

The Treasurer of the committee said that the committee was formed on the Carpathia last Tuesday, and that a subscription list was started and a great many names were put on to it. He said that the committee had enough money to send all of the survivors wherever they wanted to go, and to attend to their needs until they were sent to their destinations. In all he said that $10,000 had been so far subscribed.

One of the first of the survivors to receive the helping hand of the committee was Mrs. J. M. Brown, who was sent by the committee to the Ritz-Carleton Hotel. Mrs. Brown, who is wealthy, lost all the money she carried in the Titanic.

Yesterday morning the committee found Miss Phillips, a survivor, whose home is in Pottsville, Penn., in the Strand Hotel, and they are going to send her to Pottsville. She lost all of her family on the Titanic.

Another survivor that the committee is going to look after is Mrs. Louch, who lost everything when the Titanic went down, and wants to return to London. They will send her back as soon as they find her.

The subscribers to the fund of the committee is headed with the name of Mrs. William A. Spencer for $500. The other amounts are not named, but the subscribers are Mrs. William Bucknell, Mrs. William W. Clark, Washington Dodge, Richard Beckwith, Mrs. George W. Stone, Dr. H. W. Frauenthal, Robert W. Daniels, Mrs. F. L. Goldenberg, Mrs. W. E. Carter, Mrs. J. Bradley Cummings, Major Arthur Peuchen, A. H. Barkworth, and Mrs. C. H. Marshall. "C. B. G." gave $100.

Those who promised to send subscriptions as soon as they landed and could get funds were Mrs. John Jacob Astor, Mrs. Gibson, Mrs. George D. Widener, Mrs. Ryerson, Thomas Roth, Miss Tyrrel Cavendish, Mrs. Stephan Björnson, Mrs. W. D. Marvin, Mrs. J. J. Brown, and the Countess of Rothes.

Samuel Lazo, a passenger on the Carpathia, commented upon the inaccessibility of J. Bruce Ismay after his arrival on the Carpathia from the lifeboat. While women bunked three and four in a room and officers and crew turned out to make room, Mr. Ismay occupied alone the doctor's room, which in a pinch might have accommodated three persons. It was generally understood about the vessel, he said, that the room contained a sick woman.

Talk of Disaster Is Taboo.

The Carpathia sailed at 4 P. M. promptly, and as she slipped along the pier into the river cheers went up from those on the pier head. Capt. Rostron, on the bridge, doffed his cap in acknowledgement. The ship took out 128 first, 41 second, and 540 steerage passengers. Twelve first cabin passengers canceled their passage and four second cabin passengers gave up their tickets. Four new passengers left in the first cabin and four in the second. Those who did not go will probably sail on the Mauretania.

Just before the vessel sailed the cabin passengers met and agreed that during the voyage the subject of the Titanic's sinking would be taboo.

CAPTAIN'S OFFICIAL REPORTS.

Rostron Tells How the Carpathia Did Work of Rescue.

Just before the Carpathia sailed yesterday afternoon on her interrupted voyage to the Mediterranean, Capt. Rostron, her commander, gave out what he declared to be the first and only statement he has made since he brought the Titanic's survivors into port. He narrates in official style the receiving of the Titanic's call for help, the race to the scene, and the picking up of the survivors and their care on board.

He commends the rescued for their plucky behavior, and especially commends to the notice of the Cunard Line the conduct of the men under him. He has also words of praise for his passengers. This is his report:

"I beg to report that at 12:35 A. M. Monday, 15th inst., I was informed of urgent message from Titanic, wtih her position. I immediately ordered ship turned around and put her in course for that position, we being then fifty-eight miles E. 52—1. 'T' (true course] from her; had heads of all departments called and issued what I considered the necessary orders, to be in preparation for any emergency.

"At 2:40 A. M. saw flare half a point on port bow. Taking this for granted to be ship, shortly after we sighted our first iceberg. I had previously had lookouts doubled, knowing that Titanic had struck ice, and so took every care and precaution. We soon found ourselves in a field of bergs, large and small, and had to alter course several times to clear bergs. Weather fine and clear, light airs on sea, beautifully clear night, though dark.

"We stopped at 4 A. M., thus doing the distance in three hours and a half, picking up the first boat at 4:10 A. M., boat in charge of officer, and he reported that the Titanic had foundered. At 8:30 A. M. last boat picked up. All survivors aboard and all boats accounted for, viz.: Fifteen lifeboats, one boat abandoned, two Berthon boats alongside, (saw one floating among wreckage,) and, according to second officer, (senior officer saved,) one Berthon boat had not been launched, it having got jammed, making sixteen lifeboats and four Berthon boats accounted for.

"By the time we had cleared the first boat it was breaking day, and I could see all within area of four miles. We also saw that we were surrounded by icebergs, large and small, and three miles to the northwest was a huge field of drift ice with large and small bergs in it, the ice field trending from northwest around west and south to southeast, as far as we could see either way.

"At 8 A. M. the Leland, steamship California came up. I gave him the principal news and asked him to search and I would proceed to New York; at 8:50 proceeded full speed, while searching over vicinity of disaster, and while we were getting peopl aboard I gav orders to get spare hands along and swing in all our boats, disconnect the fall, and hoist up as many Titanic boats as possible in our davits; also, get some on fo'castle heads by derricks. We got thirteen lifeboats, six on forward deck, and seven in davits. After getting all the survivors aboard, and while searching, I got a clergyman to offer a short prayer of thankfulness for those saved, and also a short burial service for their loss, in the saloon.

"Before deciding definitely where to make for, I conferred with Mr. Ismay, and though he told me to do what I thought best, I informed him, taking everything into consideration, I considered New York best. I knew we should require clean blankets, provisions, and clean linen, even if we went to the Azores, as most of the passengers saved were women and children, and they hysterical; not knowing what medical attention they might require, thought it best to go to New York. I also thought it would be better for Mr. Ismay to get to New York or England as soon as possible, and knowing I should be out of wireless communication very soon if I proceeded to the Azores, it left Halifax, Boston, and New York, so I choose the latter.

"Again, passengers were all hysterical about ice, and I pointed out to Mr. Ismay the possibilities of seeing ice if I went to Halifax. Then I knew from the gravity of the disaster that it would be best to keep in touch with land stations as best I could. We have experienced very great difficulty in transmitting news, also names of survivors. Our wireless is very poor, and again we had so many interruptions from other ships and also messages from ashore, principally press which we ignored.

"I gave instructions to send first all official messages, then names of passengers, then survivors' private messages and the press messages, as I considered the three first items most important and necessary. We had haze early Tuesday morning for several hours; again more or less all Wednesday from 5:30 A. M. to 5 P. M., strong south-southwesterly winds and clear weather Thursday with moderate rough sea.

"I am pleased to say that all survivors have been very plucky. The majority of women, first, second, and third class, lost their husbands, and, considering all, have been wonderfully well. Tuesday our doctor reported all survivors physically well. Our first-class passengers have behaved splendidly, giving up their cabins voluntarily, and supplying the ladies with clothing, &c. We all turned out of our cabins and gave them to survivors, saloon, smoking room, library, &c., also being used for sleeping accommodations.

"Our crew also turned out to let the crew of the Titanic take their quarters. I am pleased to state that, owing to preparations made for the comfort of survivors, none was the worse for exposure, &c. I beg to specially mention how willing and cheerful the whole of the ship's company behaved, receiving the highest praise from everybody. And I can assure you I am very proud to have such a company under my command.

"A. H. ROSTRON,
"Captain of the R. M. S. Carpathia."

NO HUMOR IN THIS JOKE.

Postcard from Southampton Warns Mayor Against Titanic.

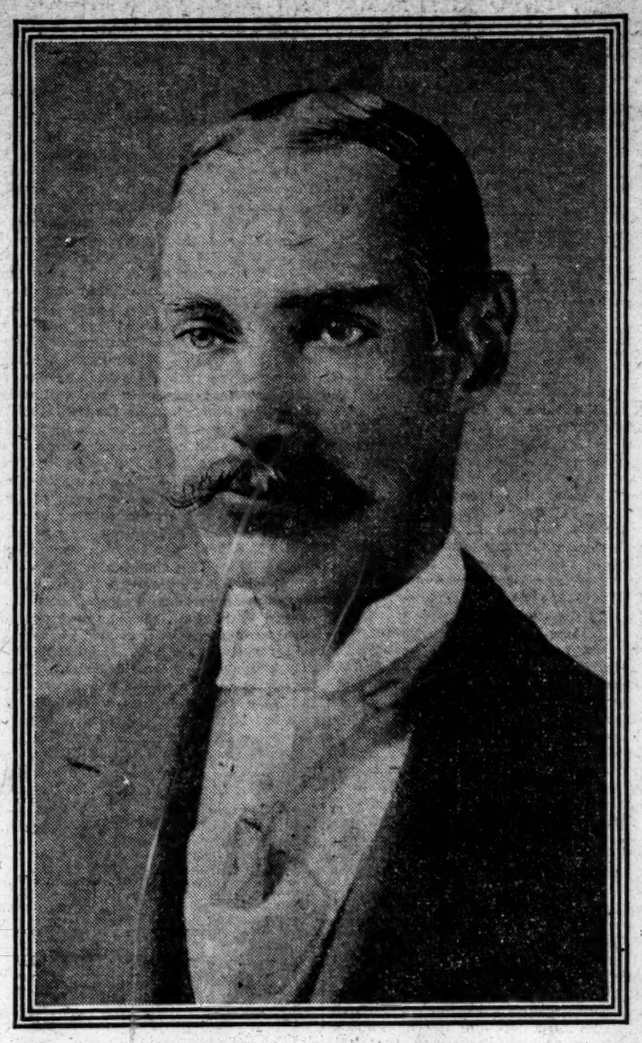
A picture postcard, dated in Southampton on the 12th, the day following that on which the Titanic left port, was delivered at the Mayor's Office yesterday. On the reverse side was a lithographed picture of the vessel, steaming out to sea, with a tabulation of tonnage, proportions, &c. On the side with the address was the following note:

Guess you had better chain up the "Statue of Liberty" to a skyscraper in Fifth Avenue or to the ramparts of "Fort Pitt," as I "reckon and calculate" that the foundations are liable to be swallowed up by the wash of this "octopus" from the other side, which sucked up from its moorings, like a barnacle, the Yankee Doodle liner New York yesterday in Southampton docks. Better instruct the United States fleet to tow her in, or I guess New York will be wiped off the map.

SEATON (or SEXTON) BLAKE.

The card was addressed to "Mayor Gaynor, Corporation Building, New York."

Col. John Jacob Astor.



MRS. ASTOR IS ILL, BUT NOT CRITICALLY

Alarming Reports as to Her Condition Formally Denied by Secretary.

VINCENT ASTOR STILL HOPES

Mrs. Henry B. Harris Slowly Regaining Her Strength—Robert W. Daniel Receives Friends at His Hotel.

At the home of Mrs. John Jacob Astor, 840 Fifth Avenue, it was announced last night that, while Mrs. Astor was ill as a result of the experience through which she had passed, her condition was not critical, as had been reported. No alarm was felt by her relatives and friends, it was said. Interviews had been sought by so many during the day that this statement was finally issued by William Dobbyn, who was Col. Astor's secretary:

Mrs. Astor is very ill and under the care of a physician. It will be impossible for her to be interviewed or to give out any statement.

Vincent Astor, son of Col. Astor, also refused to discuss the foundering of the Titanic, and devoted most of his time yesterday to interviewing survivors, in the hope that he might obtain some further information about his father.

In fact, he has refused steadfastly to believe that all chance that his father may have been rescued is gone, and is hoping against hope that he may have been picked up by some other craft. He obtained little news that was comforting, however, and was greatly depressed last night.

One of those whom Vincent Astor interviewed yesterday was Robert Williams Daniel, a banker of Philadelphia and Richmond, who is stopping at the Waldorf-Astoria. Mr. Astor went to the hotel during the afternoon, accompanied by Mr. Dobbyn. He had heard, he said, that Mr. Daniel had seen his father on the Titanic not long before the giant ship foundered.

Mr. Daniel's story was that he had seen Col. Astor and Walter M. Clark, another of the Titanic's passengers who lost his life in the disaster, leaning against the rail, talking. The last boat had gone then, he said, and Mrs. Astor was safe. He ran up to Col. Astor and Mr. Clark and begged them to jump overboard, in the hope of being picked up by one of the boats.

"They refused to leave the ship," said Mr. Daniel, "and I left them standing there. What happened after that I hardly know myself. I had not taken time to dress and wore only a bathrobe. Under this I had slipped a life preserver. It didn't seem to me that we were sinking, but the waters seemed rising up over us. Finally, I jumped in and I was struggling about among the ice cakes, fighting for my life, when I was rescued."

According to relatives who were with Mr. Daniel when Vincent Astor called upon him, Mr. Astor was greatly agitated, and showed plainly the effect of sleepless nights and mental anguish. He had told them, he said, that while Mrs. Astor was quite ill, she was in no danger.

Mr. Daniel said that he was positive the first officer of the Titanic committed suicide by sending a bullet in his brain before the ship foundered.

"I know it," he declared. "I was not more than ten feet away. I do not believe the stories that Capt. Smith ended his life. He stuck to his post to the last. He was a brave man.

"There were several shots fired, however. I saw one man discharge a revolver several times to frighten others away from a lifeboat and then got into it himself. In fact, I saw him afterwards in the very lifeboat that picked me up."

Mr. Daniel seemed little the worse for his experience, and in th afternoon entertaind a score or more of his friends at the Waldorf.

MRS. HARRIS GAINS STRENGTH.

Two Theatres Closed in Respect to Memory of Manager.

Mrs. Henry B. Harris, widow of the theatrical manager who was lost on the Titanic, was regaining strength yesterday, but she was still in a nervous condition. Her shoulder, which she injured a day before the sinking of the ship, was healing normally. William Harris, father of Henry B. Harris, who has been out of town for the week, called to see her yesterday. He is standing the shock of his son's death with unexpected calmness.

At the Harris offices the routine work was going on as usual. There was an air of depression among the employes, but, as one of them put it, they were trying to think that Mr. Harris was still just away on a vacation. Although nothing has been decided, it is thought that the business will be conducted as before, with, perhaps, William Harris, Jr., and James Forbes, the author of several of Mr. Harris's most successful productions, taking a more active interest in the management of the theatres.

The Hudson and the Harris Theatres were both closed last night out of respect to the memory of their manager. The Fulton Theatre, which also is a Harris house, is occupied by Walker Whiteside in "The Typhoon" under a rental agreement, and the Harris management had no authority to order its closing.

Mrs. Harris told of one incident connected with her husband's death which indicates the strong character of the man. Several years ago "Jack" Bauman, a theatrical manager, was able to do Mr. Harris a favor. This Spring the manager found Bauman in London with affairs going against him, and arranged for his return to America. Bauman was on the Titanic, and when the women left on the lifeboats he stood by Mr. Harris and went down with him.

DEFENDS CAPT. SMITH.

Took Titanic Southward to Avoid Icebergs, Says Government Official.

WASHINGTON, April 19.—Other persons than the naval hydrographer, Capt. Knapp, are of the opinion that it is premature to attach blame to Capt. Smith, the commander of the Titanic, for striking an iceberg, against which he had been warned.

One high Government official, himself a veteran transatlantic passenger, who has been analyzing the official reports of the disaster, asserts that, as a matter of fact, after being warned of the presence of an iceberg in his path, Capt. Smith, out of excess caution, took his vessel southward and was fully 40 miles in that direction from the point where the berg was located, when he struck another, the existence of which no one knew.

The same official declares that the hydrographic charts and reports show that criticism of the Titanic's commander for not taking the southern course is entirely misplaced because the Titanic was actually 60 miles south of the regular course at this season, and was even in danger of a head-on collision with steamers eastward bound, entitled to right-of-way by the rules of the sea.

Another view, however, is held by Capt. Charles A. McAllister, engineer in chief of the Revenue Cutter Service, who says that by selecting a more southerly and safer route from Europe to America, instead of the northern lane upon which she went down, the Titanic would have travelled 111 miles farther and taken only five hours more time on a five-day voyage.

"The hydrographic charts," says Capt. McAllister, "show that the distance from Queenstown to New York by the southern and safe route is 2,934 miles; by the northern route, the one taken by the Titanic, the distance is 2,823 miles. In the mad desire to have the time cut down, only five hours on the maiden voyage of this, the greatest steamer ever constructed, 1,000 souls have been sent to eternity."

HEARD DEATH CHORUS FOR OVER AN HOUR

French Survivors Will Never Forget the Agonizing Cries After the Titanic Sank.

FAITH IN SHIP COST LIVES

Early Boats, They Declare, Could Have Carried Double Their Number.

PARIS, April 19.—Three French survivors—Fernand Omont, Pierre Marechal, son of the French Admiral, and Paul Chevre, the sculptor—jointly cabled to The Matin a graphic narrative of the Titanic disaster, in which they repeatedly insist that more lives could have been saved if the passengers had not had such dogged faith that the Titanic was unsinkable. Several boats, they declare, could have carried double the number they had when lowered away from the Titanic.

The three Frenchmen say that they were playing bridge with a Mr. Smith of Philadelphia when a crunching mass of ice packed up against the port holes. As they rushed on deck there was much confusion, but this quickly died down. One of the officers, when questioned by a woman passenger, humorously replied: "Do not be afraid. We are merely cutting a whale in two."

Presently the Captain appeared to become somewhat nervous and ordered all to put on life preservers. The boats were then lowered, but only a few people stirred, and several of the boats put off half empty. The writers saw one with only fifteen persons in it.

When the Frenchman's boat rowed off half a mile, the Titanic presented a fairy-like picture, illuminated from stem to stern. Then suddenly the lights began to go out and the stern reared high in the air. A terrible clamor rose on all sides and for an hour anguish cries rang out. It was, say the narrators, like a great chorus chanting a refrain of death with wild persistency. Sometimes the cries died out and then the tragic chorus began again, more terribly and more despairingly.

The narrative continues:

"Those shrieks pursued us and haunted us as we pulled away in the night. Then one by one the cries ceased and only the noise of the sea remained.

"The Titanic was engulfed almost without a murmur. Her stern quivered in a final spasm, and then disappeared."

The Frenchmen and their companions suffered bitterly from the cold. They cried out to attract attention, and a German Baron who was with them, emptied his revolver in the air. When finally the Carpathia appeared a feeble hurrah went up from the small boats, every one of which moved as swiftly as possible toward the liner.

The Frenchmen related tragic incidents which they saw as they were leaving the Titanic. After all the boats had been launched many passengers who had stayed behind too long tried to embark on a collapsible raft, which worked badly. Fifty persons climbed on to the raft, which was half filled with water.

One after another of the passengers on the raft was drowned or perished with the cold. When a corpse was found in the way it was thrown overboard, and only fifteen of the fifty who had taken refuge on the raft were saved by the Carpathia.

I want a neighbor

a live—progressive—congenial neighbor, so snappy, on May first next, the store adjoining my new Nassau Street Branch.

Location is No. 70 Nassau Street, near John—one of the few "really excellent" locations.

For particulars as to rental, length of lease, etc., 'phone 4550 Gramercy, or call on

M. H. HARRIS, 54 East 23d Street

WEDDING ANNOUNCEMENTS

Engraved in the most approved correct forms, unequalled in quality and workmanship, at moderate cost.

Promptness of delivery assured. Designs and estimates gladly submitted.

REED & BARTON CO.

Jewelers and Silversmiths

FIFTH AVE. and 32d ST. 4 MAIDEN LANE

Andrew Alexander

Young Men's Shoes

Black or Tan Calf, button and lace. A snappy well-fitting last. $4

At Sixth Avenue Store Only.

Sixth Avenue at Nineteenth Street

Fifth Avenue above Forty-fifth St.

VICTORIA LADIES' QUARTETTE AND FRANKO'S ORCHESTRA, RESTAURANT

33 Years Leaders of Fashion

Simpson Crawford Co.

SIXTH AVE. 19TH TO 20TH STREET. NEW YORK

Here's a Silk-Lined Suit Sale for Dressy Men at $15.50

THE old adage, "One man's loss is another man's gain" was never more fittingly exemplified than in this sale of Men's silk-lined suits at $15.50. You can depend upon it that there was a loss or you could never buy these suits for this price.

The manufacturer stands the loss, but then that's a stock-turning proposition with him in which you are not interested.

The fact that the suits are here and await your choosing at this remarkably low price is all you care to know. We want you to know, however, that your tailor would charge you $35.00 for a suit equal to any of these, and the material and workmanship would not be any better—the suits will prove this to you. You can buy a suit and show it to your tailor, and if he does not tell you the same thing you can bring it back and get your money.

Second Floor.

No matter what a man's build may be, his size is here (regular, short, stout or long) in every fashionable new spring pattern, also blue serge. Exact reproductions of high-class merchant tailors' productions—priced moderately at..... $15.50

The Famous Kuppenheimer Clothes for Men

CORRECT styles, celebrated the world over for their distinguished cut and smart swing. A dependable make of clothing that is considered to be the nearest approach to made-to-measure clothing made. If you want to have the reputation of being correctly dressed, select a Kuppenheimer Suit or Overcoat—the one make of clothing that guarantees you the best value the world affords in Ready-for-service Clothing. Once you have worn a Kuppenheimer Suit or Overcoat, you will never wear any other make—

$20.00, $25.00, $30.00 and $35.00

SIMPSON CRAWFORD CO., SIXTH AVENUE'S FOREMOST STORE

Men's Summer Shirts; A Remarkable Sale—Regular $1.50 to $2.50 Shirts

Smart dressy shirts for good dressers, that look so well when you discard your vest. Neat and stylish patterns that make a man want to throw his coat back and show his shirt.

98c

HERE'S a shirt sale that will make every good dresser sit up and take notice—July Clearing Sale prices, right at the very beginning of the hot weather shirt season. An extraordinary low price occasion brought about by the purchase of a manufacturer's superb sample line at less than half the cost of making.

Silk-stripe madras or flannel shirtings, all made coat style, cuffs attached. Some have the new soft collar to match the shirt. All sizes from 14 to 17 in the lot, but not all kinds in each size.

Main Floor.

Men's 75c Night Shirts

Men's muslin Nightshirts with and without collars; trimmed front; cut long and full body; sizes 15 to 20 inches neck..... 49c

Men's $1.50 Silk Knitted Scarfs.

The new cross stripe and bias in two and three color effects. This is an over lot from one of our regular neckwear houses. Good picking for early comers 65c

SIMPSON CRAWFORD CO., 6TH AVE., 19TH TO 20TH ST., NEW YORK CITY

J. M. Gidding & Co.

OUTER APPAREL • MILLINERY • FURS FOR WOMEN, MISSES and JUNIORS

WILL HOLD TODAY,

A Special Sale of

Small Women's and Misses' Suits At $35

REGULARLY $45 & $55

New Norfolk and fancy-trimmed models

One-piece Serge Frocks, $22 & $28

Both Women's and Misses' Sizes. Of men's-wear serge, trimmed with sponge; also with eyelet batiste collar and cuffs—suitable for traveling, motoring and outdoor wear. Exceptional values.

Fifth Avenue at 46th Street

RESCUED CARED FOR BY EAGER WOMEN

The Relief Committee Receives $18,000 — Needs No More Money, Says Mrs. Henry.

MORE OFFERS OF SERVICE

Nurses and Dressmakers Want to Help—Theatre and Baseball Benefits Arranged for Titanic's Survivors.

The first day the rescued from the lost Titanic spent within this city saw the movement for their relief advancing uninterruptedly, while those who were injured in the wreck or suffered from the terrible exposure lay in white beds in the city hospitals, tenderly cared for by nurses or nuns. At various parts of the city, those sturdier ones who passed through the tragedy of the Titanic almost unscathed found doors open to them with clothing and food and money waiting.

The programme of the Women's Relief Committee includes a service to the survivors that will last for some time to come. Gradually and gently they are drawing from these broken people the plans that were theirs before the Titanic foundered. Where still it is possible for those plans to be carried out they will be. Where the sinking of the Titanic sent to the bottom those who were to have shared in the carrying out of those plans, the Women's Relief Committee will be there, working with the office of Commissioner Williams and the forces in the missions and hospitals, to advise and help in the setting up of new plans in the readjusted lives, whether they involve a return to the homes on the other side of the Atlantic or mean a fresh start in the world on this side.

The Women's Relief Committee came into being last Tuesday evening, the story of its inception was spread in the newspapers of Wednesday morning, its workers were ready and efficient at the pier on Thursday evening, and by last evening, it was able to announce, through Mrs. Nelson Henry, its organizer, that no more funds would be received, for no more were needed, so generous and immediate had been the response from every quarter. Approximatly $18,000 was sent, coming from high and low.

The first mail yesterday morning brought $582 in small amounts, and before noon the fund had swelled by thousands, for not only was there a dollar from the Italian who was butler for Mrs. Henry when she was hostess of the New York Building at the Jamestown Exposition, but the morning hours brought news that the Lord Mayor of Liverpool had heard of the committee of New York women, and had straightway cabled $5,000 to Mrs. Alfred Booth for delivery to Mrs. Henry. So the gifts poured in, and not only gifts of money, but of clothing and offers of service and hospitality. Householders innumerable wished to open their doors to the homeless, one Staten Island man put his country home at the service of the committee. Two hundred trained nurses wrote to ask if their experience could be made use of and not a few dressmakers, sorry that they had no money to advance, were eager to ply their needles for the survivors. As for the clothing, it fairly swamped the houses of those women, who as members of the clothing committee, were expected to receive it.

Mrs. Hewitt, the Chairman of the committee, announced yesterday that an office had been opened in Room 6,007 in the Metropolitan Tower. Clothing will be given out there, transportation furnished, and arrangements made for employment—all in good time, for those in the hospitals need rest before taking up the business of life again.

Mrs. Nelson H. Henry, wife of the Surveyor of the Port and the woman who originated the Women's Relief Committee, was early at the work yesterday, despite the fact that Friday was no longer young when she left the Cunard pier, and retired finally after a long day directing the relief work.

"The thing that impressed me more than all else," she said yesterday in a talk with a TIMES reporter, "was the beautiful demonstration that we are all one people. Conflicts were put aside, class was forgotten, for we were all on common ground, the common ground of sorrow. And in this great emergency the women of America rose splendidly.

"And their work was effective. Within forty-eight hours a perfect organization was operating, every detail moving with efficiency, but without there being lost for one moment the exquisitely feminine quality, the expression of sympathy that one woman would show for another in distress.

"It was a little before 9 o'clock that we went to the emergency pier and there conferred with the several committees of relief assembled, with clothing, food, interpreters, and guides, Sisters of Charity and deaconesses, each woman at her post. And let me speak right here of the wonderful spirit of co-operation that was shown at every moment, the smooth interdependence, whether it was a Government official turning to consult with some woman who had gone down to help or whether it was one of our committee turning for advice to one of Commissioner Williams's men.

"The time for our greatest usefulness came when the people from the steerage and some from the second class were guided from the pier to our emergency headquarters. They came a sorrowing community, faltering objects of pity, showing in their manner and their attitude that they felt themselves creatures of charity. But there was no machinery, no impersonal doling out, no 'get your money at the window.' Those survivors met a family of friends on that pier."

Combs and Hairpins Welcome.

"They were not herded, like charity cases, but met as needy brothers and sisters, and the women of our committee were there to protect the interests of other women. Little creature comforts were looked after that might have been forgotten by any save a woman's committee. Let me tell you what Mrs. Van Vechten Olcott did. She brought down 100 combs, 100 packages of hairpins, and 100 handkerchiefs, and you cannot imagine how these things helped. Articles of luxury they were, such as only a woman could have thought of and only a woman have appreciated."

"It was very impressive to watch their varying expressions as the work went on. They accepted as a matter of course the food and the coffee that was supplied. Any one would give it to the hungry and forlorn, but then when the warm garments were handed out, and the rescued were gently questioned as to their needs, they warmed up to the reception, and at the end, when, with long, warm cloaks over their scanty, borrowed clothing, they left the pier, each had a purse with a little money in it to give them just that feeling of independence that they wanted for their own self-respect.

"There were so many pathetic little things that I saw and so many brave things I heard. I remember when one man was carried out on a stretcher with his feet frozen. One was bound and the other was naked, and he looked unprotected, and I remember that a man to whom one of the women had given a long, warm coat, took it off and laid it across this brother of his upon the stretcher. And I remember one destitute man who bore the marks of gentle breeding and who stood about uncomfortable when he had been fitted out with warm clothing. He wanted a hat and could not start forth until he had one. I remember a little Swedish boy of 7, whose father and mother had gone down with the Titanic. And all the little chap could say when we tried to question him was: 'I don't see 'em. I don't see 'em.' There are hundreds of such little pictures fixed forever on the minds of those who were on the piers when the Carpathia brought in its sorrowing company.

"The Committee of Fifteen has grown to a committee of one hundred, a regiment of workers, who stand now with hands extended, with hearts open, and with minds free to help these people, not to dictate to them, not to marshal them as we think best, but to learn their wishes, and to supplement their plans with all that there is in us. Singly and collectively the women of the committee have lived up to the most perfect standards of womanhood. In no community in the world is there any body of women that stands for more, but they could not have taken a single faltering step without the perfect co-operation of those who have backed and stood sponsor for the movement. It is difficult to single out names from all those who have helped so greatly, but let me speak of Mrs. Abram S. Hewitt, who threw open the Hewitt mansion to our first meeting, and whose wonderful sympathy was an inspiration to us all. I cannot tell you of the help she was to us all. And we have loved the work. I think that it has been granted to few women to have had so high an opportunity for service in giving immediate aid to a desolate and helpless people through the generosity of their sisters and their fellow men."

Sufferers in Hospitals.

The survivors, mostly those from the steerage and second cabin, were taken to St. Vincent's Hospital, St. Luke's, the Hebrew Shelter at 229 East Broadway, the Salvation Army Training School on West Fourteenth Street, the Junior League House at the foot of East Seventy-eighth Street, the Clara La Hirsch Home on East Thirteenth Street, while Bellevue, Mt. Sinai, the New York, and Sydenham Hospitals shared the honors by caring for a few who needed treatment and protection. But the bulk of them were taken to St. Vincent's, where there are 106 survivors. The sisters, shouldering the newer and larger burden, moved about their tasks unwearyingly as bits of the stories of these unhappy ones filtered through the corridors.

The survivors were not pressed to tell what had befallen them in the time following the sinking of the Titanic, and the services of the interpreters were called in only when a patient seemed to wish to talk. But these interpreters were ready and reassuring news was sent over the wires to friends in this country and to the people at home on the other side. Many of the people at the hospitals are suffering only from the rack of their experience, and will be better after a few days' rest.

Father Henry from the Mission of Our Lady of the Rosary moved among his people in the hospital, giving comfort where he could and bowing his head as a Syrian priest bent over a little Syrian bride of six months, whose husband had gone down with the Titanic and who was pitiably in need of comfort. He found something to cheer him on his work at the New York Hospital, for Mrs. Rose Abbott, lying there with a broken leg, who lost two of her children, and who was able to recall that one of the last things she saw aboard the lost ship was the vision of two priests moving calmly among the men, administering the last rites to the Catholics of the crew and steerage, a task that was broken off only with the sinking of the ship.

The major operations of the Women's Relief Committee, of the hospitals, the charitable organizations, the Red Cross Society, and the other outstanding powers for relief were by no means the only activities astir yesterday in behalf of the Titanic survivors.

THE NEW YORK TIMES has received the following contributions for them:

From six members of the Freundschaft Society	$80.00
From employes of Mox Rosenberg Co...	32.90
From Arthur H. Spero	10.00
From "M. E. R."	20.00
Total	$122.90

Also $1 from "H. B." for Edwin Shuster, who was found in a starving condition.

J. L. Kesner announced yesterday that he had decided to devote 1 per cent. of the entire receipts of his store at Sixth Avenue and Twenty-second Street for the week beginning Monday, April 22, in aid of the survivors.

The Liebler company is to give a special performance of the "Garden of Allah" on the afternoon of Monday, April 29, and on this occasion the entire receipts will be turned over to the Women's Relief Committee. The demand for seats, it was said yesterday, was already large.

The members of the company preparing for a commemoration performance of "Hamlet" at Wallack's Theatre on Shakespeare's birthday, communicated through Director Hines with Mayor Gaynor yesterday, offering to give a special performance for the Titanic's rescued.

Not only theatres, but baseball is to fall in line in the relief work. President Brush of the New York National League Baseball Club announced yesterday that the Giants would play an exhibition game with the New York American League Club to-morrow afternoon for the benefit of the destitute survivors. The game will be called at 3 o'clock. To the same good cause will be dedicated the proceeds of a dinner and cabaret held under the auspices of Charles H. Steinway at the Café Boulevard on Tuesday evening from 6:30 to 9 o'clock.

The Syrian-American Club has combined with the Lebanon League of Progress for joint work in behalf of the thirty Syrians who are among the survivors, and a considerable sum of money has already been raised.

Meanwhile the American Express Company gave notice yesterday that it would transport free of charge any and all shipments, including money, when addressed to "Titanic's Survivors Relief Fund," or to Mrs. Paul Dana of 1-A Fifth Avenue. Such shipments must be waybilled "Account Titanic's Survivors Relief Fund."

MONTREAL WILL RAISE $5,000.

Society's Dinner Abandoned Because of the Loss of a Member.

MONTREAL, April 19.—At a meeting of the Montreal Stock Exchange to-day it was decided to raise $5,000 for the Titanic relief fund.

In view of the Titanic disaster the St. George's Society has abandoned its annual dinner. H. Markland Molson, one of the victims, was a life member of the society.

DINNERS ARE POSTPONED.

Mayor Calls Off Sons of Oneida Festivities—Guardsmen Will Not Parade

Mayor Gaynor, as President of the Sons of Oneida, who were to have held a dinner at the Waldorf-Astoria next Wednesday evening, with the Mayor as toastmaster, has called the dinner off with the approval of the dinner committee. The Mayor suggested that this action be taken as a tribute to those who lost their lives on the Titanic.

Paul Fauget, General Agent of the French Line, has recalled the invitations to a dinner on his company's new steamship, France, which was to have been given April 30.

As a tribute to the Titanic's dead the First Squadron, First Cavalry, N. G. N. Y., has postponed its review and parade, which was to have taken place to-night. Major William H. Wright has issued an order that the church services arranged for to-morrow will be held, but the squadron will not parade before or after the services.

The sixth annual dinner of the Interborough Association of Women Teachers, scheduled for to-night, has been postponed to May 11.

The dinner in celebration of the fifth anniversary of the founding of the Free Synagogue, which was to have been held this evening, has been indefinitely postponed because of the disaster. The anniversary exercises will, however, be held at Carnegie Hall to-morrow morning.

Invitations for J. S. Bache & Co.'s annual dinner, which was to take place at the Hotel Knickerbocker to-night, have been withdrawn because of the disaster.

MORGAN STOPS FESTIVITIES.

Deeply Affected by the Disaster, He Halts Aix Celebration.

AIX LES BAINS, France, April 19.—J. Pierpont Morgan, who has arrived here to participate in to-day's inauguration of the sanitarium he has had built in honor of his former physician, Leon Blanc, countermanded the festivities arranged for the occasion on account of the disaster to the Titanic.

Mr. Morgan is greatly affected by the catastrophe and the great loss of life. He is in constant cable communication with New York relative to the fate of his friends and the measures taken for the relief of the survivors.

NEWPORT FLAGS AT HALF-MAST

All Classes Respect the Memory of J. J. Astor and George D. Widener.

Special to The New York Times.

NEWPORT, R. I., April 19.—Flags were at half staff to-day on the shipping in the harbor, on schools, the City Hall and other public buildings, and many private homes, in memory of the passengers who lost their lives on board the Titanic. Army and navy also showed the same respect.

Col. John Jacob Astor and George D. Widener are mourned by all classes.

The scout cruiser Salem, passing out to Boston this afternoon, carried her colors at half mast.

FUND FOR SURVIVORS IS DOUBLED IN A DAY

Total Passes $50,000 Mark, Many of the Contributions Coming to the Committee in Cash.

NEEDY CAN 'PHONE FOR AID

Englishwoman Whose Husband Was Lost with $5,000, the Family's Fortune, Receives Assistance.

The relief fund started by Mayor Gaynor for the needy among the survivors of the Titanic disaster reached a total of $50,284.45 yesterday, nearly twice the total of Thursday. The money, a great deal of it in cash, was received by the committee appointed by the Mayor, of which Robert W. de Forest is Chairman Temporary relief headquarters were established yesterday in the arcade of the Metropolitan Life Building, 1 Madison Square. W. Frank Parsons is in charge.

A telephone has been installed, the number being 1329 Gramercy, and it was announced that any persons desiring relief and wishing to communicate with the committee could call up the office at any time. The work of distributing the funds is being done through the agency of the Red Cross Emergency Relief Committee. This statement regarding the progress of the work was given out at the Mayor's office:

"Chairman de Forest informed the Mayor this morning that his committee has sent out a number of investigators to interview all of the survivors who may need help and to get full details as to their condition. They expect to provide permanent help for the destitute and for the women and children who lost their husbands and fathers in the wreck of the Titanic. Several applications were made at the Mayor's office this morning for relief. One application was made on behalf of an Englishwoman and her little seven-year-old girl. The husband and father of these two unfortunates went down in the wreck of the Titanic.

"The family of three resided in Surrey, and had sold out all of their belongings to come to this country to live. The head of the family had $5,000, the entire fortune of the family, sewed in a leather belt around his waist. The mother and daughter were placed in one of the first boats to get off. Later the Englishman was placed in a boat but it was swamped at the stern of the Titanic when it went down. This unfortunate couple were sent by the Mayor to Mr. de Forest for assistance. They even lost their tickets to Idaho, which had been bought before they left London. The mother and little daughter were taken to one of the uptown hotels and are being temporarily cared for by a fraternal organization to which the father of the family belonged."

These contributions were received yesterday:

Previously acknowledged	$24,647.47
William J. Bryan	100.00
Levi P. Morton	1,000.00
Joseph Jonasson & Co.	100.00
George Borgfeldt & Co.	100.00
Charles A. Prince	5.00
The State Law Stenographers	10.00
"Every Little Bit Helps"	1.00
"For Some Poor Immigrant from Titanic"	1.00
William A. Martin	2.00
"Dickie"	5.00
Home for Incurables	5.00
A. J. Bloor	5.00
M. J. H.	1.00
J. E.	1.00
Edward Lazansky	25.00
Bennie J. Klyberg, Jr.	25.00
John Clinton Gray	100.00
J. O.	5.00
Gherardi Davis	100.00
Frank B. Cahn & Co.	100.00
George F. Barnhardt	1.00
Hudson Rubber Company	5.00
Abraham I. Kantrowitz	5.00
Ira A. Place	50.00
M. C. D. Borden	1,000.00
Horace White	100.00
Bamberg & Risser	10.00
J. Kingsbury Brill	10.00
Clarence Strauss	50.00
M. M. Beach	10.00
Alfred E. Kornfeld	10.00
Cash	1.00
J. Milton Thompson	50.00
C. H. Osgood	100.00
William Colgate	100.00
Guenther Publishing Company	10.00
New York City Chapter D. A. R.	25.00
Mrs. Max Danziger	100.00
Stephen Fiske	10.00
Samson M. Toplets	10.00
Miss Betty Traub	2.00
F. B.	100.00
Gresenbaum Brothers, Inc.	10.00
Hayler's	100.00
Michael J. Fitzgerald	1.00
James Byrne	100.00
Charles A. Robinson	5.00
Charles H. Hayden	50.00
Maitland, Coppell & Co.	250.00
"From a Lady," through Maitland, Coppell & Co.	200.00
Alfred L. Simon & Co.	50.00
Mrs. Charles Blum	50.00
Francis L. Stetson	250.00
C. L. Du Puy, Washington, D. C.	5.00
Robert E. Tod	250.00
Julius Ewoldt	10.00
Leon and Irving Bamberger	25.00
Margaret and Joseph Southeim	10.00
A. D. Juilliard & Co.	500.00
H. and E.	1.00
L. Leitzer	10.00
Brown Brothers & Co.	1,000.00
Tiffany & Co.	1,500.00
J. P. and A. Walker	5.00
W. L.	3.00
John Roger	20.00
M. Warley Platzek	100.00
Miss E. Glichrist, John V. Bacot, Jr., and William L. Bacot	5.00
J. & W. Seligman & Co.	1,000.00
C. J. Reilly	1,000.00
Stewart Warren & Co.	10.00
J. H. Semel & Co.	100.00
J. D. Eaton	10.00
Edward Barner	1.00
Mark M. Salomon	10.00
Poor Jim	1.00
Julius Luneborg	5.00
Samuel Eiseman & Co.	100.00
Anonymous	2.00
W. L. Walker	5.00
Dr. S. J. Meltzer	5.00
C. E. B.	2.00
Charles A. Schieren Company	100.00
W. F. Newell	10.00
Charles S. M. First	1.00
Vivian I. Brandon	25.00
William J. Kelly	25.00
Charles F. Leonhard	5.00
Schinasi Brothers	1,000.00
William Harris Douglas	100.00
Mrs. Arthur L. Barney	50.00
Treasurer Men and Religion Forward Movement	637.98
Nathan Ottinger	100.00
J. B. Haggin	500.00
Employes Actuary's Department, New York Life Insurance Company	25.00
Walter P. Bliss	250.00
Andrew Freedman	100.00
Charles Elliot Warren	20.00
Mrs. Charles Elliot Warren	20.00
A. Monell	100.00
F. F. Ayer	1,000.00
George S. Bowdoin	1,000.00
Mrs. Orme Wilson	1,000.00
I. Oppenheimer	25.00
Frederick G. Bourne	1,000.00
E. T. Jeffery	50.00
Mrs. M. T. Rosen	50.00
Felix Rosen	50.00
T. J. Huestead	20.00
Herman Ridder	100.00
Carle H. White	5.00
S. Liebmann's Sons Brewing Co.	100.00
Mrs. O. J. Somers	5.00
George O. May	100.00
Edward Sweet & Co.	100.00
Mrs. Ira Leo Bamberger	25.00
W. E. Cleary	10.00
"For Titanic Survivors"	10.00
William Alsberg & Co.	50.00
"S. A. R."	2.00
"Fortunate"	5.00
Phillips B. Thompson	25.00
"Anonymous"	1.00
Sara T. Lowman	10.00
Harris, Forbes & Co.	500.00
New Columbia Shirt Co.	50.00
Olaf Hoff	10.00
Leopold Stern	100.00
Oscar Muller Company	50.00
Malawista & Lesser	5.00
Edward Leipner	5.00
George P. Ludlam	10.00
Mrs. Pembroke Jones	500.00
H. Walters	500.00
J. Brenner	2.00
Krower & Tynberg	50.00
Max H. Weisgrow	1.00
Egerton L. Winthrop	100.00
Voss & Stern	100.00
American Tobacco Company	1,000.00
Haskins & Sells Athletic Association	100.00
Mrs. Andrew Saks	500.00
John E. Eustis	50.00
Edward H. Litchfield	100.00
W. Tyrie Stevens	20.00
W. A. Clark	250.00
William C. Muschenheim	100.00
Ira Leo Bamberger	25.00
Total	$46,848.45

The funds are being turned over to Jacob H. Schiff as Treasurer of the New York State Branch of the American National Red Cross. These contributions, sent direct to Mr. Schiff, were received:

Kuhn, Loeb & Co.	$2,500.00
Nathaniel Myers	50.00
M. and E.	1.00
Edwin J. Roberts	10.00
August Belmont & Co.	500.00
M. Standish	10.00
Henry L. Thornell	100.00
John E. Roberts	5.00
Dreicer & Co.	250.00
Arthur K. Kuhn	10.00

THE TIMES acknowledges the receipt of $6 from six members of the Freundschaft Society toward the relief of the Titanic sufferers.

Renard

23rd Street
West of 5th Avenue

Your Pick of These Tub Dresses

CHOICE TODAY 95c

You couldn't choose a BETTER time to equip the "kiddies" for the Summer—nor any more ADVANTAGEOUS time, so far as the saving goes. These dresses are ALL BRAND NEW—and have the distinctiveness of the RENARD styles.

Prettiest percales and ginghams, in dainty plaids, stripes, and solid colors; effective trimmings in contrasting shades; for ages varying from 6 to 14 years; at **95c.**

Girls' 75c. Middy Blouses

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Girls' Modish $5 Coats

At $3.95 Made up in pretty light tan or gray mixtures; with large sailor collars; ages 6 to 14 years.

MEMORIAL SERVICES FOR TITANIC'S DEAD

Prayers for the Lost at Sea Are Said in St. Paul's Chapel.

ALL CREEDS NOW UNITED

Cardinal Farley Sends Out Special Circular—Many Churches Will Observe Disaster To-morrow.

Memorial service for the Titanic dead was held yesterday noon in St. Paul's Chapel, Fulton Street and Broadway. The Rev. W. Montague Geer, the curate of St. Paul's, speaking of the accident and referring to the survivors who arrived on the Carpathia, said:

"No ship, it is safe to say, ever sailed into port with such a load of crushed and broken-hearted women and children as that which arrived last night. These widows and fatherless children are virtually the guests of the city, and they will be most tenderly cared for, but their hearts are with their beloved dead on the Newfoundland Banks; at the bottom of the Atlantic Ocean.

"It is proper, therefore, that our usual Friday morning service should be made a service of prayer for these bereaved women and children, and a simple memorial service for those who, whether prepared to meet their God or not, were suddenly called upon, in the darkness at dead of night to cry, many of them in the anguish of their souls, 'In the hour of death and in the day of judgment, good Lord deliver us.'

"First, then, our hearts go out in most loving sympathy to the widows and fatherless children; the survivors of the great disaster, most of whom probably wish that it had been the will of God that they were now with their husbands and fathers out of the bitterly hard struggle of life, and at rest and peace forever more. As these sorely afflicted women and children scatter to their destinations, one general prayer will surely go with them that the God of all Comfort, in Jesus Christ, our Lord, will be the husband of the widow and the father of the fatherless, and our contributions of money will go with our prayer, that the necessities of all those families, whose bread-winners have been torn from them, may be abundantly supplied.

"The character of this service, the hour at which it is held, and its consequent time limitations, make an address of any length impossible. But this is the House of God, and a word ought to be spoken about those who at 10 o'clock at night were enjoying the privileges of an evening on shipboard, or were preparing for their night's rest, feeling as secure as if they were in their own homes, and in a short space of time were called into the presence of God."

The Rev. Mr. Geer concluded his sermon with a plea that all join in contributing to the general fund for the relief of the sufferers. He said that boxes had been placed in the entrances to the church, and asked that every one help.

Cardinal Farley announced yesterday that he had sent out circulars to all the churches in the archdiocese of New York directing that prayers be said for the Titanic dead during the services on Sunday. Following this, he directs that every priest shall hold a silent requiem mass for the repose of the dead on Monday.

His Eminence, it is probable, will announce later the organization of a committee to solicit subscriptions and distribute the fund among those rescued.

The following is a copy of the letter sent to the pastors of all the parishes by Mgr. Hayes, Chancellor of the diocese, from the chancery office, 23 East Fifty-first Street:

Reverend Dear Father: His Eminence the Cardinal Archbishop directs a mass of requiem (solemn, wherever convenient) to be offered in all the churches of this diocese on Monday, April 22, for the souls of those who perished in the Titanic disaster. Requiescat in pace!

Please bring this announcement to the attention of the faithful at all the masses on Sunday, April 21. Sincerely yours in Christ,

P. J. HAYES, Chancellor.

April 19.

A service in memory of the lost passengers of the Titanic and also for the lost of the crew and officers, will be held at 10 o'clock this morning at the Montefiore Congregation's place of worship, Hewett and Marcy Places, the Bronx.

The Free Synagogue, the Rev. Dr. Stephen S. Wise, was to have begun the celebration of its fifth successful year yesterday and to have had a banquet at the Hotel Astor to-night, at which Borough President McAneny of Manhattan, Rabbi Emil Hirsch of Chicago, John Mitchell, and the Rev. Dr. Nehemiah Boynton of the Congregational Council were to be the speakers. This has been postponed, but to-morrow morning at 10 o'clock in Carnegie Hall Rabbi Hirsch will assist Rabbi Wise in a memorial service, at which fitting Titanic references will be made.

In Brooklyn three synagogues, Beth Jehuda, Beth Elohim, and Beth Elohim, will hold union memorial services. The Congregation Shaari Zedek, Putnam Avenue, near Reid, Brooklyn, will hold a memorial service to-morrow afternoon at 2:30 o'clock. The public is invited.

Memorial services in other churches in Brooklyn to-morrow include the Central Congregational, Beecher Memorial Congregational, Christ Protestant Episcopal, in Williamsburg, and Trinity Baptist Churches.

The Cathedral of St. John the Divine will have a memorial service to-morrow morning at 11 o'clock. The preacher will be Bishop Greer, and there will be music in keeping. Col. John Jacob Astor was for some years a Trustee of the cathedral, resigning only a short time ago, and he contributed to the building fund.

At Trinity Church to-morrow mention of the Titantic disaster will be made, but at noon on Tuesday, St. George's Day, there will be a memorial service, which it is expected the British societies will attend. At Grace Church, Broadway and Tenth Street, next Wednesday noon there will be memorial services, with the Rev. Dr. Charles L. Slattery as the preacher.

The oldest church in New York, St. Nicholas, at Fifth Avenue and Forty-eighth Street, will have a memorial service to-morrow night, the Rev. Dr. Malcolm James McLeod being the speaker. St. Thomas's Church, Fifth Avenue and Fifty-third Street, will have a memorial sermon to-morrow morning by the Rev. Dr. Ernest M. Stires. The Broadway Tabernacle, which played a great part when President Lincoln called for troops at the firing on Fort Sumter, will hold special memorial services.

The Men and Religion Conservation Congress, in session in Carnegie Hall, has made a collection in behalf of immigrants who suffered loss. To that collection other money has been added, and all will be given out through the National Committee of Ninety-seven. Monday evening, when the Secretary of the Interior, representing President Taft, is the speaker, the meeting will be a memorial of all who lost their lives, but special mention will be made of Major Butt and of William T. Stead. Mr. Stead was to have spoken on this occasion. Until yesterday it was thought another speaker of the Marine.

congress had been lost, but it was learned that he is on the Cedric and safe. He is the Rev. Dr. J. S. Wardell Stafford, fraternal delegate to the Methodist General conference at Minneapolis, sent over by the English Wesleyans. The service will be held, not in Carnegie Hall but in the Fifth Avenue Presbyterian Church.

BROADWAY THEATRE SERVICES.

Frederick Townsend Martin Will Preside To-morrow Afternoon.

Plans were perfected yesterday for the mass memorial meeting to be held in the Broadway Theatre Sunday afternoon. The meeting will be presided over by Frederick Townsend Martin. There will be religious services, addresses by ministers, and a discussion by laymen bearing on the need of better provisions for safety on ocean liners.

William Jennings Bryan, Henry Clews, and Sol Friedman, representing the laboring classes, will also speak for less luxury and more safety. Bishop James H. Darlington of Pennsylvania, Dr. Joseph Silverman of Temple Emanu-El, Dr. J. Wylie of the Scotch Presbyterian Church, Dr. Thomas R. Slicer of All Souls Unitarian Church, and the Rev. H. M. Warren of Bayonne, N. J., will assist at the services.

The United States Government, it was announced, has given the committee the use of the military band on Governor's Island for the occasion. Miss Alice Preston, soprano, will sing. The theatre will be dressed in American and English flags and draped in black. Admission will be free, the doors being thrown open at 2:30 o'clock.

SYMPATHY FROM ROOSEVELT.

Telegraphs His Condolence from Nebraska to Mayor Gaynor.

Mayor Gaynor received yesterday this message from Col. Roosevelt, who is now in Nebraska:

Lincoln, Neb., April 19.

Hon. William J. Gaynor, Mayor of New York.

I wish I were present in New York this afternoon to join with my fellow-citizens in expressing our grief at the shocking catastrophe to the Titanic and expressing our deep sympathy with the kinsfolk of those who have perished.

THEODORE ROOSEVELT.

ALFONSO SENDS SYMPATHY.

With Queen Victoria He Expresses Spain's Sorrow to Taft.

MADRID, April 19.—King Alfonso and Queen Victoria have sent the following cablegram to President Taft:

We have learned with profound grief of the catastrophe to the Titanic, which has plunged the American Nation in mourning. We send you our sincerest condolence and wish to assure you and your Nation of the sentiments of friendship and sympathy we feel toward you.

A similar telegram was sent to the King of England.

SAIL ON LAPLAND NOW.

Gov. Dix and Others Who Planned to Go on Titanic Change Bookings.

Gov. and Mrs. John A. Dix are booked to sail for Europe on the Red Star liner Lapland this morning. They had booked by the Titanic, which was scheduled to sail from New York for Southampton today.

Many of those who planned to sail on the Titanic transferred their bookings to the Lapland, which, like the Titanic was, is owned by the International Mercantile

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HARPERS BOOKS

A Captain Unafraid

By Horace Smith

It reads like a novel—breathless and tense with life. It is the romance of filibustering told by the only man now living who could tell it—Captain O'Brien, "Dynamite Johnny," who for years carried arms to the struggling Cubans and then helped to fire them—the man who ran the Spanish blockade, the man who commanded the *Dauntless* and *The Three Friends* and also a Cuban gunboat during our war with Spain, the man who was offered half a million dollars by a secret syndicate to rescue Dreyfus fron Devil's Island.

The Man in Lonely Land

By Kate Langley Bosher

To all prisoners in Lonely Land! Here's the way out—the way to happiness. For you, then, is this story of one prisoner who found his liberty. How? Suddenly, like a fragrant southern breeze, he felt the presence of Another. Her joyousness filled the air with song. Even the children reflected her sunshine till he, too, caught the infection. Thus led, he left Lonely Land behind him forever, and came out into the sunshine of Mary Caryland.

The Bantam

By Brewer Corcoran

Here is a story—rich in its humor, picturesque in its slang—of a very real youth at a preparatory school. It is a book for the father who went there and for the son who is now there. "The Bantam" is the son of a general in the Philippines, sent home by his father to his own old school.

Eloquence

Thoughts and Counsel on the Art of Public Speaking

By Garrett P. Serviss

Mr. Serviss's success as a speaker has made it possible for him to help others—the average man, who may be called on occasionally to make a speech or respond to a toast; also of practical assistance to those who desire to fit themselves for a career of public speaking.

China in Transformation

By Archibald R. Colquhoun

The author says: "The present work, which is really new, will meet the need for a simple, yet not ephemeral, description and estimate of a country and people destined, before long, to be counted among the great world-powers. This work has exercised some little influence on the Chinese reform movement. Dr. Sun Yat Sen informed the writer that he was seldom without a copy, having, in his wanderings, purchased as many as fifteen for himself and his friends."

HARPERS MAGAZINE HARPERS BAZAR HARPERS WEEKLY

ADVERTISEMENT.

IN ACCORDANCE WITH THE CONDITIONS of the bequest notice is given that the Leavenworth Scholarship at Yale College, open for competition to all young men of the name Leavenworth, will be vacant at the close of the present academic year. Applications may be made to W. H. Sallmon, Bureau of Appointments, Yale University, New Haven, Conn.

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NATURAL LAXATIVE
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CONSTIPATION

TITANIC'S SEAMEN AT PRAYER SERVICE

All Deeply Moved, Many Weeping, After Giving Thanks for Their Rescue.

TO BE SHIPPED HOME TO-DAY

Ignored Until Yesterday Afternoon, but Garments and Money Were Liberally Provided at Last.

The little assembly hall of the Institute of the American Seamen's Friend Society, at 507 West Street, was crowded yesterday afternoon with a company of more than a hundred seamen, stokers, stewards, A. B.'s, and all, who bowed their heads low when Dr. George McPherson Hunter, the Secretary, lifted his hands in prayer "to the One who had brought them out of the peril of the great deep."

In a deep, gruff monotone that sounded like the roar of distant waters, they followed him through the lines of "Our Father" and when the Amen came, and the bowed heads were lifted, those watching reverently from the sides of the room saw that there were tears on the cheeks of those men and the lips of some were twitching.

For that company of 100 were of the Titanic's crew, and they had come from their sequestration on the Lapland to attend these services, and to receive aid and comfort from the never-failing friends of theirs, who make up the staff of the institute.

Secretary Hunter heard much of the open-handed greeting to the people of the steerage and the second cabin, but no one seemed to be saying much about his seamen friends, and without any clear idea of just where the money was coming from, he ordered complete outfits of clothing for them all, and had them over yesterday afternoon to pick out their sizes, to lift up their strong voices in some singing, to have a bite to eat, and some hot coffee. The men themselves, some of them, were just a little bit at odds with the world, so little attention had they received since they reached this port.

They did not know then that even as they gathered and sang their songs at the Institute, Mrs. Nelson Henry, Mrs. Dimock, Mrs. Alfred Booth, and Mrs. Emil Boas of the Women's Relief Committee, had learned where they were, learned of their need, and hurried to the Lapland, where they left complete outfits of clothing for the twenty stewardesses there and a purse of $2,540 to be divided among the men of the Titanic's crew. And, lest Secretary Hunter should be worrying too much where he was to get the funds to square the necessaries he had bought for them, Mrs. Henry said last night that the Women's Committee would gladly shoulder the entire burden.

The 202 members of the Titanic's crew who escaped the perils of the deep waters were transferred to the Red Star liner Lapland yesterday, ready to sail back to England when that ship leaves this port this morning at 10 o'clock. They go back as "D. B. S."—destitute British seamen, that is—who cannot be deprived of their right to be taken home after shipwreck. But their pay, which they care a great deal about, stops short with the sinking of their ship, and they were feeling a little shaky and desolate when they were drawn in twos and threes yesterday to the cordial welcome of the institute.

One hundred and twenty-five finally drifted in and stayed for the little services and reunion which the people there had planned. After sandwiches had gone the rounds, and coffee in generous cups had been passed, the rumbling clatter of these men, who, only four days before, had played some heroic, some bitterly hard parts in the waters about the Titanic, quieted down as Dr. Hunter took his place on the platform, and led them when they lifted up their thanksgiving and while they prayed "that the Eeternal Arms be closed in comfort about those who are mourning."

It was when the tear-streaked faces had been lifted and a few stokers had coughed apologetically for their emotion that those watching saw a sudden change sweep over the assembly, followed by a burst of eager cheering and applause, for they had seen Josephine Upham, the matron and missionary of the institute, slip quietly to her seat at the piano.

Miss Upham has known for years many of the men who were plucked from the wreck of the Titanic. Many of their visits to this port have been brightened by her greeting at the institute, and before it was built she did missionary work for fourteen years among the seamen who put into Boston.

Send Up a Mighty Chorus.

The opening strains of "Nearer, My God, to Thee" made it clear that the horror of the wreck had not taken all of the song out of these strong men's hearts nor all of the power out of their lungs. They sent up a mighty, roaring chorus that seemed to redouble when one A. B. called out for "Rock of Ages," and Miss Upham struck the first chords. Another song followed, and it almost seemed that they sang more richly and more fervently than ever their old refrain, "For Those in Peril on the Seas."

While they were singing it was noticed that a paper was passing from hand to hand, and finally, before nightfall, it emerged at the other end of the room, a neat document, signed by 125 of the lost Titanic's crew, in which they set forth that they desired: "To extend our heartfelt thanks and best wishes to the American Seamen's Friend Society Institute and to all those ladies and gentlemen connected with the same institution for their cordial welcome and gifts after the most deplorable and sad accident to our ship, the Titanic."

After the coffee and sandwiches and cake had been disposed of with obvious relish and the singing was in progress one by one and a little sheepishly they rolled forward to the table in the front, where a young man was taking their measurements for guidance in the sorting of the heaps of suits and shirts and other garments on the stage piled toweringly under the kindly portrait of Mrs. Russell Sage, whose money did much to make the dream of the institute a reality.

And while this was in progress the men talked of their experiences, talked among themselves, and talked now and then with outsiders, but to this class they were diffident, many of them stating frankly that they had had their orders, that they knew what was best for them, and that they didn't propose to lose the chance of a job on top of all they had suffered in the last week.

A Cold Swim Under the Stars.

It was as you heard them talk that you understood the tears. Here was a trimmer, silent, moody, thinking, so one of his friends said, of the brother that had gone down when he was saved and of the three other brothers who had gone down in other years in the service of the same line. This was Frank Avery, who knows now what it is to swim for an hour and a half in an ice-strewn sea beneath the stars.

"And how did it feel?" some one asked him.

"Cold," said the trimmer, succinctly.

The brief stories of the crew as they told them between the songs agreed in several particulars. They all said that the deep conviction that the Titanic would never sink prevented a panic to such an extent that the people were not sufficiently alarmed. They did not move for their own safety soon enough. Time and again you heard the story of a steward or a fireman going back to his bunk after the crash had come, and the first investigation gave them no cause for fear.

Never Had Lifeboat Drill.

And quite casually in their reminiscences of the wreck, four of the crew made the accusing statement that the Titanic's crew had never had a dress rehearsal with those lifeboats, that they never had known a boat-muster since she sailed away from Southampton.

It was the custom, they said, for the crew to have such a muster once a week, and it was expected by the men on the Titanic on Sunday. But the orders never came, and when, in the middle of the night, there rose the need for all the men to make for their places in lowering and manning the lifeboats, they had to rely on their memories of the number assigned when they shipped, or to go down deep to the galley, where the boat list was published.

"I remembered that list, and I went down," said a steward. "It was a risky thing to do, and the water was in the galley when I got there, but I saw my number, and I fixed in my mind the numbers of some of my mates in case I should see them."

And they all told of lights that they saw, little lights full of hope for them, when the crowds were pushing on deck and they knew the lifeboats were being lowered. Off on the horizon, about five miles it seemed, they saw the lights as of some fishing smack. And they signaled frantically, but got no response. One sailor said that Capt. Smith bade him row toward those lights with the lifeboat he helped to man, and then turn about and bring help with him. But after a hard pull the faint distant lights disappeared, and they pulled back to row across the very spot where their ship had gone under the waves.

One grievance that seemed to linger with some of the crew was the pleasant thing that happened to the sailors who manned the "millionaire's boat," a name, by the way, which different members of the crew bestow on different lifeboats. The rub was the handsome gratuity bestowed upon the men at the oars by the people who were saved.

"And we," said one fireman, indignantly, "we, who saved immigrant women and their children, we get nothing. It ain't fair, it ain't. It's unfair, that's what I call it."

At which sentiment, there was a rumble of assent from several quarters, and dark looks were cast upon those who had had the good fortune to pull to safety certain rich men and women.

One of the stokers told a new story, when he spoke of a fire aboard the Titanic, a fire discovered in one of the forward bunkers when the biggest ship afloat was but an hour out of Southampton. The fire was put out on Saturday, but to do it they were obliged to dig out a great bulk of coal, and he was of the opinion that the first bulkhead to give was at that point, where the pressure of the water was not met by the pressure of the coal.

"And in my boat there was no light," another sailor said. "In all that little fleet of lifeboats, there was only one blue light to signal our distress. In mine several of the men and women who were dressed had matches and paper, and with those they sent up signals, but they soon died out and were useless."

So the stories went. One told of hearing as many as twenty shots fired, amid all the groans and cries that rose as the Titanic went down, shots which he thought were suicide shots. One told of a frantic swim for the raft that was soon so crowded they had to beat men off. One who climbed aboard had on a soldier's uniform. He lay down on the raft and died, and they pushed him off to make room for the living. One man who was at an oar in one of the lifeboats, above all the cries from the Titanic as she sank, heard ringing out the voice of his chum.

"Boat ahoy!" was the cry he heard, and he pleaded for permission to turn back and pick up his friend. But only one woman in the lifeboat would hear of such a thing, and they did not turn back.

Priests Consoled the Doomed.

George M. McGough, an able seaman on the Titanic, who manned one of the lifeboats, told yesterday at the Catholic Seamen's Mission, 422 West Street, of two Catholic priests on the Titanic who spent their last two hours consoling the people of the steerage and finally went down with the ship.

The two priests joined the ship at Queenstown. They came out on a tender and were not included in any of the lists of passengers. They spent most of the time in the steerage, giving attention chiefly to the Irish immigrants. They held services on the third-class recreation deck on Sunday.

McGough complains that the crew of the Titanic were treated as prisoners by the White Star Company on their arrival in New York. Late Thursday night, he said, they were mustered on the deck of the Carpathia and ordered to go under an escort of officers to the Red Star liner Lapland. McGough says that many asked to be allowed to go ashore, and were refused permission and ordered to get into line and march along the dock to the Lapland.

PRAISE ASTOR AND BUTT.

Women Compare Their Conduct to That of "Miserable Specimens."

Special to The New York Times.

EAST ORANGE, N. J., April 19.—High praise was given to-day to John Jacob Astor, Maj. Butt, Vice President Thayer of the Pennsylvania Railroad, Howard Case of the Vacuum Oil Company, Clarence Moore, George D. Widener, and other men who stood aside for the women in the wreck of the Titanic, by Mrs. John C. Hogeboom, her sister, Miss Kornelia T. Andrews, and their niece, Miss Gretchen F. Longley of Hudson, N. Y. They are recuperating from their experiences at the home of another sister, Mrs. Arthur H. Flack, at 458 Central Avenue, East Orange.

Miss Andrews told to-day how they waited for the fourth lifeboat, because there was not room for the three together in the first three boats. When they got out on the water they found that their men companions, who had said they could row, had done so only for the purpose of saving themselves. Miss Longley had to take an oar with the one able-bodied seaman in the boat.

In a boat alongside of them a sailor lighted a cigarette. He flung the match carelessly among the women, who screamed their protests.

"Ah, we're all going to the devil, anyway," replied the sailor, "and we might as well be cremated now as then."

"The discipline on the Titanic, in a way, was good," said Mrs. Hogeboom. "No one hurried and no one crowded. We waited for the fourth boat and were slowly lowered seventy-five feet to the water. The men made no effort to get into the boat. As we pulled away we saw them all standing in an unbroken line on the deck.

ALL FLAGS AT HALF MAST.

City Honors Titanic Dead by Lowering Colors Everywhere.

New York mourned for the Titanic's dead yesterday, and nearly every flag was at half mast. Shipping paid their tribute of honor, and even the tugs scooting about the harbor had their flags half masted. Over the British Consulate in State Street the Union Jack flew high aloft and at half mast. It was the same thing on the other Consulates.

The scene from the upper bay was impressive, and the many fluttering flags told arriving travelers that the city was honoring the brave who went down when the greatest liner in the world sank off the Banks. An exception which caused some comment was the Federal Building, where the flag was flying at the top of the pole.

Broad Street was a lane of bunting. Looking up Broad Street it appeared that the single exception was the office of J. P. Morgan, and this was a subject of comment. The flag at Mr. Morgan's office was flying and at half mast, but there is a round turn of the building at the Wall Street corner. Within the view of one standing in Broad Street the end of the flag staff can be seen and with the flag lowered to half mast the end of the pole showed as though there was no flag flying.

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HOW TITANIC NEWS REACHED THE TIMES

Information Asked For by One Curious Reader Which May Interest Others.

MANY MEN ENGAGED ON IT

They Produced Nearly All of Thirteen Pages of Matter in Less Than Four Hours.

Some one telephoned to THE TIMES office yesterday afternoon and asked:

"Will you please tell me the name of the man who wrote your Titanic story? It was the greatest newspaper story I ever read."

The narrative filled thirteen pages of THE TIMES, and it was explained to the inquirer that many men contributed to it. His surprise to learn that one man had not written the many columns which dealt with the Titanic disaster suggested that many readers of THE TIMES must have wondered how the news which they read yesterday morning was handled. Practically all of it was gathered, written, set in type, and printed in less than four hours.

But much of the work which made this great speed possible had been performed in advance. An organization conceived and perfected in the days between the first news of the Titanic's sinking and the arrival of the Carpathia with the giant liner's rescued passengers, was all that made possible the publication of such a story as was printed in THE TIMES on Friday morning.

The day before the Carpathia arrived, two days before she was expected at that time, a room was engaged in the Strand Hotel, 502 West Fourteenth Street, and in it were installed four telephones connected by direct wires with the editorial rooms in Times Square.

This was to be the headquarters of the men engaged in gathering the facts of the Carpathia's arrival, the scenes on the pier and in the streets, and the tales told by survivors and by passengers aboard the Carpathia who had witnessed the rescue.

Four passes were issued to each newspaper entitling the holder to admission to the pier at which the Carpathia docked, and these were given to four reporters. Eight or ten other reporters were sent to the field headquarters in the Strand Hotel, and there one man was put in charge.

In THE TIMES office a man sat beside each of the direct telephones connected with the room downtown. Each was assigned to write a section of the narrative, to one being allotted the story of the Carpathia's arrival, to another the recounting of the wreck of the Titanic, to the third the task of telling of the Carpathia's rescue work, and to the fourth the handling of the stories told by survivors.

The man in charge in Fourteenth Street knew the telephone beside which each of the four men uptown sat, and as often as a reporter hurried into the room from pier or street he was directed to the proper instrument. Thus the men who were writing at their typewriters beside the telephones in THE TIMES office were never disturbed, except to listen to additional information on the phase of the story for which they were responsible.

Two automobiles were sent to West Street and parked a block away from the hotel. They were to be used in emergency to reach the main office. They were in their places an hour or more before the Carpathia arrived, and at that time each of the four telephones had been tested, the four men with passes were on the pier, and eight more were circulating through the great crowds that filled the nearby streets.

It was 9:35 o'clock when the Carpathia warped into her pier, and only a minute or two after that the first word of her arrival was telephoned to the man handling that particular section of the story. From then until long after midnight the telephones were in constant use.

In the branch office near the pier the man in charge soon found that there was danger of different men telephoning the same interview to the man at the other end of that telephone. Minutes were precious then, and to conserve the time for writing the story, a list was made and posted prominently over the telephone connecting with the writer of survivors' stories. To this list each man was required to add the name of the person whose interview he telephoned, and if he saw on the list the name of a person with whom he had just conversed, he knew that some one else had already seen that person and that the story was in the office.

Meantime many of the eight men not equipped with passes, had found a way upon the pier and the men writing in the office were kept busy receiving more and more information.

In the office columns of matter were being sorted and distributed to the men who edited the story. From the typewriters to the "copy desk" and thence to the composing room the "copy" moved in an endless, steady stream, the speed of which increased as midnight approached and slackened for the first time all night only when 12:30 o'clock came and the workers realized that nothing which they might do would add another line to the story in the first edition.

There were more editions to come, however, and work on matter for these was continued without cessation except for the instant, soon after 1 o'clock, when the men who had written and edited the story saw it in the paper, ran over it hastily for errors or changes made necessary since it had gone to press, and then turned back to make the other editions better than the preceding ones.

DEFENDS NAVY'S WIRELESS.

Admiral Cone Says Chester's Operator Is Thoroughly Competent.

Special to The New York Times.

WASHINGTON, April 19.—Rear Admiral Hutch I. Cone, Chief of the Bureau of Engineering, defended the navy's wireless operators to-day in a statement issued in reply to the attack upon the operator on board the scout Chester in an article in THE NEW YORK TIMES by Harold Bride, who was second operator on the Titanic. Admiral Cone said:

"With reference to the reflections made by the radio-operator of the Titanic on the competence of the naval operators on the Chester, it would seem to me this is simply another attempt to discredit naval men so as to shift the blame to other shoulders and thus distract public attention from the very unsatisfactory service rendered by the Marconi Company.

"It must be remembered that the Secretary of the Navy, upon the representation of the Marconi Company, gave orders suppressing the activities of the naval radio station in order that the Marconi Company might get correct information concerning the disaster to the Titanic.

"After the field was cleared for the Marconi Company no news was obtained, and I might, with good reason, reflect on the competence of the Marconi operators, for it would be very simple for me to secure testimony of our operators to the effect that those of the Marconi Company were incompetent.

"In other words it resolves itself into taking the word of one operator as to the competence of another.

"I have had examined the reports of fitness of wireless operators on the Chester, and find that the operators on that vessel have given entire satisfaction, and their reports of fitness show them to be capable men.

"The continental code is the code used by all the wireless operators in the navy, and they are successfully working with it all the time.

"The statement of the Titanic's operator undoubtedly shows that he was suffering from the harrowing strain that he had been under for three and a half days, and his criticisms, while natural under the circumstances, are not warranted.

"There seems to be a set purpose upon the part of the Marconi interests to discredit the efficiency of all radio experts employed by other interests than themselves. This was particularly evidenced in 1907 by the action of the British Marconi Company in attacking the efficiency of the radio operators of the British Lloyds, which attack was conclusively shown before a special committee of the British Parliament to be absolutely unwarranted."

It is denied at the Navy Department that the assertion that the Carpathia's hooks were cleared of such a heavy mass of messages is true. The whole matter will be made the subject of a departmental report. The Secretary of the Navy has issued orders to Commander Decker and Commander Chandler to forward to the Department all messages taken and to make a complete report on the matter.

The navy officials having charge of the wireless work of the navy said to-day that the conditions by which wireless operators were obtained were very severe. The candidates were required to be listed as electricians, and then they were trained at the New York Yard in a long and very painstaking course. They are enlisted men who go in for four years.

The first operator on the Salem, which has the most powerful wireless plant in the navy, has been sending for seven years, and is regarded generally as one of the best men in the business. He was for two years one of the operators at the Nantucket Shoals Light wireless station, and that station is one that has a very large experience with the business of communicating with ocean liners. The navy wireless men not only are good operators, but they undergo special training in a knowledge of the machinery connected with the wireless plants and are required to be able to keep it in order and repair it if necessary.

Died Ere News of Wife's Death Came

FRANKLIN, Penn., April 19.—Frank Karnes, an oil well driller in Burmah, whose wife went down with the Titanic, never knew of his wife's fate. A cablegram received to-day said that Karnes had died yesterday of smallpox after an illness of a few days. Karnes and his wife had been living in Burmah the past few years and the wife was on her way to her former home here.

Smith Gray & Co.

Foremost Clothiers Since 1845

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A comparison of these special values with any values you have known will bring home to you most forcefully, in a dollars and cents way, one very excellent reason why Smith Gray & Co. clothes should be your clothes.

Spring Coats Special

In models for dress, business and motoring, you may choose from blacks, Oxfords and all the newer Spring shades.

Spring Coats, values to 22.50 (broken sizes).. 12.50
Spring Coats, values to 22.50..... 15.50
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Belted Back Fulton Guard Coats—the most complete showing in New York, including blue heather, Oxford blue mixtures, new grays, olives and browns — six exclusive models..... 25.00

Spring Suits Special

The offering includes many exclusive custom fabrics in English, college and Fifth Avenue models.

20.00 and 22.50 value Spring Suits 15.00
22.50 and 25.00 value Spring Suits 17.50
27.50 and 30.00 value Spring Suits 21.00
32.50 and 35.00 value Spring Suits 27.50

Furnishings Special — SHIRTS — regular 2.50, 3.00 and 3.50 values..... 1.55

Spring Hats Special — DERBIES & SOFT HATS — regular 3.00 values..... 1.75

Brooklyn Stores Open Until 9 P. M.

Smith Gray & Co.

Two Brooklyn Stores: Fulton St. at Flatbush Av. Broadway at Bedford Av.

Two New York Stores: Broadway at Warren St. Across from City Hall. 5th Av., Bet. 27th & 28th Sts.

B. Altman & Co.

WOMEN'S DRESSES & TAILOR-MADE SUITS

B. Altman & Co. ARE OFFERING THE MOST DESIRABLE STYLES IN AFTERNOON, RECEPTION AND EVENING DRESSES, ALSO PLAIN AND TRIMMED TAILOR-MADE SUITS AT VERY REASONABLE PRICES.

LINEN, CRASH AND CLOTH RIDING HABITS FOR WOMEN, MISSES AND CHILDREN; RIDING BOOTS, HATS, GLOVES AND OTHER ACCESSORIES.

16,000 YARDS OF CHOICE DRESS SILKS

AT EXTRAORDINARILY LOW PRICES

WILL BE ON SPECIAL SALE SATURDAY IN BLACK, WHITE AND COLORS.

SOLD IN DRESS LENGTHS ONLY

NOVELTIES IN COLLARS AND LACE PEPLUMS

IN EXCEPTIONALLY ATTRACTIVE DESIGNS AT THE FOLLOWING LOW PRICES:

ROBESPIERRE COLLARS OF RATINE WITH JABOTS OF SHADOW LACE . . AT 65c.
WHITE LACE PEPLUMS AT $1.35, 1.75 & 2.00

WOMEN'S SILK AND CHIFFON WAISTS

WILL ALSO BE OFFERED AT MUCH LESS THAN USUAL PRICES, AS FOLLOWS:

STRIPED SILK SHIRT WAISTS . AT $3.50
CHIFFON WAISTS . $5.50, 8.00 & 10.00

A SALE OF WOMEN'S PETTICOATS AT SPECIAL PRICES

IMPORTED WASHABLE PETTICOATS $2.50 & 2.75
COLORED MESSALINE PETTICOATS . $4.50

BOYS' CLOTHING

IN STOCK AT THE MODERATE PRICES GIVEN BELOW:

BOYS' NORFOLK SUITS OF BROWN OR GREY MIXTURES, TWO PAIRS OF KNICKERBOCKERS $6.00, 7.50, 10.50 & 12.50

BOYS' NORFOLK SUITS OF NAVY BLUE SERGE $6.00, 8.00, 10.50 & 13.50

BOYS' REEFERS OF NAVY BLUE SERGE WITH DETACHABLE WASHABLE COLLARS . . $8.50
BOYS' NORFOLK BLAZERS IN VARIOUS COLORS . $6.50

THESE ARE REGULAR STOCK PRICES.

IMPORTED EMBROIDERED SUITS OF PIQUÉ, LINEN AND PONGEE ARE ALSO SHOWN AT MODERATE PRICES, AS WELL AS OTHER WASHABLE SUITS IN RUSSIAN AND SAILOR STYLES; STRAW HATS, CAPS, SWEATERS, BATH ROBES AND GENERAL FURNISHINGS.

LEATHER GOODS

FOR AUTOMOBILE OR GENERAL TRAVELING USE

FITTED HAMPERS, BAGS AND SUIT CASES; CARRY-ALLS, POUCHES AND PILLOWS; TOILET ARTICLES IN ROLLED LEATHER CASES, ALSO SILK DUST COATS AND SLIPPERS IN CASES. FLASKS AND THERMOS BOTTLES. TOURIST NOTE BOOKS AND MANY OTHER NOVELTIES IN LEATHER GOODS AT REASONABLE PRICES.

FURS, RUGS, PORTIERES AND CURTAINS, RECEIVED FOR STORAGE. ORDERS RECEIVED BY TELEPHONE OR MAIL.

Fifth Avenue, 34th and 35th Streets, New York.

GUGGENHEIM, DYING, SENT WIFE MESSAGE

Tried to Do His Duty, He Asked Steward to Tell Her.

"GO DOWN LIKE GENTLEMEN"

He and His Secretary, Facing Death, Wore Full Evening Dress—Brother Bitter Against Company.

James Etches, assistant steward in the first cabin of the Titanic, appeared at the St. Regis Hotel early yesterday morning and inquired for Mrs. Benjamin Guggenheim. He said that he had a message from Benjamin Guggenheim, one of the victims of the sea disaster. He said that it had to be delivered in person.

Mrs. Guggenheim was in the care of Daniel Guggenheim, whose apartments are at the St. Regis. The steward was admitted, but was not permitted to see Mrs. Guggenheim, who is prostrated with grief. He insisted that he must see her personally, but finally consented to transmit the message through her brother-in-law.

"We were together almost to the end," said the steward. "I was saved. He went down with the ship. But that isn't what I want to tell Mrs. Guggenheim."

Then the steward produced a piece of paper. He had written the message on it, he said, to be certain that it would be correct. This was the brief message:

"If anything should happen to me, tell my wife in New York that I've done my best in doing my duty."

"That's all he said," added the steward. "There wasn't time for more."

Little by little Mr. Guggenheim got the whole story of his brother's death from the steward. It was the first definite news that he had received from his brother.

"Mr. Guggenheim was one of my charges," said the steward anew. "He had his secretary with him. His name was Giglio, I believe, an Armenian, about 24 years old. Both died like soldiers.

"When the crash came I awakened them and told them to get dressed. A few minutes later I went into their rooms and helped them to get ready. I put a life preserver on Mr. Guggenheim. He said it hurt him in the back. There was plenty of time and I took it off, adjusted it, and then put it on him again. It was all right this time.

"They wanted to go out on deck with only a few clothes on, but I pulled a heavy sweater over Mr. Guggenheim's lifebelt, and then they both went out. They stayed together, and I could see what they were doing. They were going from one lifeboat to another, helping the women and children. Mr. Guggenheim would shout out, 'Women first,' and he was of great assistance to the officers.

"Things weren't so bad at first, but when I saw Mr. Guggenheim about three-quarters of an hour after the crash there was great excitement. What surprised me was that both Mr. Guggenheim and his secretary were dressed in their evening clothes. They had deliberately taken off their sweaters, and as nearly as I can remember they wore no lifebelts at all.

"'What's that for?' I asked.

"'We've dressed up in our best,' replied Mr. Guggenheim, 'and are prepared to go down like gentlemen.' It was then that he told me about the message to his wife, and that is what I have come here for.

"Well, shortly after the last few boats were lowered and I was ordered by the deck officer to man an oar, I waved good-bye to Mr. Guggenheim, and that was the last I saw of him and his Armenian secretary."

Daniel Guggenheim told a reporter for THE TIMES last night that his brother had had a chauffeur aboard named Rene Pernot. The chauffeur, he said, had traveled second class and had not been heard from. He said that Mrs. Guggenheim, with the receipt of the steward's message from her husband, had been greatly consoled.

"And I'd like to say," added Mr. Guggenheim, "that I feel very bitter against such a state of conditions which made this disaster possible. It was absolutely unnecessary. Of course I am prejudiced. My loss is great.

"But the lesson is dearly paid at any price. The disaster, I can only hope, will raise such a cry against luxury, speed, and crowding that the ship companies won't soon forget it. They are trying to tell us that they can't find room for more lifeboats on big liners. Do they think we will believe that? I know that modern ingenuity can construct steamers which will carry enough lifeboats if those boats are wanted. The trouble is they weren't wanted. What do we want with gymnasiums and swimming pools? What we want is safety, safety, safety!

"If I had any influence in this official investigation the inquisition would go as near to the bottom of this outrage as the Titanic is near to the bottom of the ocean. I would argue for a trained body of soldiers for each ocean liner. Each soldier ought to know his duty and preserve order with pistol in hand, if necessary. Wouldn't it be cheap in the end to have twenty-five soldiers aboard every crowded liner? Wouldn't it be a cheap price for safety?

"The Congressional Committee, I hope, will also enforce the regulations for fixed crews for each lifeboat. And there ought to be a provision that fresh food be placed in the lifeboats each day. It makes no difference whether the food isn't used. Isn't that comparatively little amount of food a cheap price for safety?"

Efforts to find the body of Benjamin Guggenheim, who was the fifth of the seven Guggenheim brothers, as well as the bodies of other victims, will be made by the six surviving brothers. Aside from scouring the seas with small steamers, it is probable that hydro-aeroplanes will be rushed to the scene of the disaster. An aviator named F. C. Ditmar, who has attained some fame on the Pacific Coast, telegraphed to Robert Guggenheim yesterday from San Diego, Cal., suggesting the sending of four aviators and as many hydro-aeroplanes there on steamers. He would have the aeroplanes equipped with calcium phosphate signals and make them scout for a hundred miles in all directions from the deathbed of the Titanic, with a view of locating floating bodies.

Benjamin Guggenheim.

Facing Death on the Titanic, He Sent a Message to His Wife by One of the Crew.

MAURETANIA WENT SOUTH TO AVOID ICE

Cunard Greyhound Altered Her Course to Escape Bergs That Sank the Titanic.

PASSENGER ENDS LIFE IN SEA

Lifeboat Question Must Receive the Most Careful Consideration, Cunard Head Declares.

The Cunarder Mauretania, the world's fastest ocean liner, came into port yesterday at the end of a voyage during which Capt. Turner, her commander, took the precaution of sailing to the south of the ice packs that prevail in the transatlantic lane off the Grand Banks, in which the Titanic went down last Monday morning when she struck an iceberg. It was the longer route taken by the Mauretania that delayed her arrival in New York until yesterday morning.

The news that the Titanic had gone down was received on the Mauretania on Monday, a few hours after the liner foundered, but it was not known to the passengers until Wednesday, when word of the disaster was published in the ship's paper. As soon as the terrible story became known a relief fund was started for the destitute survivors of the disaster, and more than $1,000 was subscribed. On Thursday there was a memorial service for the Titanic's victims and one of thanksgiving that some of the great liner's passengers had been spared.

Among the Mauretania's passengers were A. A. Booth, Managing Director of the Cunard Company. Mr. Booth, when questioned on the Titanic disaster, said that the tragedy had altered the views of shipbuilders and others identified with ocean traffic. He declined to specify in what way those views have been altered, and when asked if he thought the Mauretania had enough lifeboats replied:

"Is that a fair question?"

He said that the lifeboat question is one that must receive the most careful consideration.

There were a number of passengers on the Mauretania who had booked by the Titanic, but who for one reason or another canceled the booking at the last moment, and waited for the Mauretania. Among them were the venerable T. J. Madden, Archdeacon of Liverpool; Mr. and Mrs. Edward W. Bill of Philadelphia, Charles Lancaster of the Liverpool Chamber of Commerce, and Mr. and Mrs. J. Horace Harding.

Among others on the Mauretania were James D. Allan, Robert Allerton, Mr. and Mrs. B. J. Bennett, Mr. and Mrs. D. H. Brandon, Mr. and Mrs. Frank L. Brown, Francis E. Drake, W. de la Guardia, the Costa Rican Minister in Washington; Albert Halstead, American Consul at Birmingham, England; H. C. Hutchins, the Marquis de Olivart, Mrs. John C. Phillips, Mr. and Mrs. John Steward, Mr. and Mrs. C. F. Street, Mr. and Mrs. Yamaza, the former of whom is an Attaché of the Japanese Embassy in Washington.

On Sunday evening, her second day out, a first cabin passenger, who was booked as Stoughton Walker, committed suicide by jumping overboard from the Mauretania. No one on board seemed to know anything about the man's history. The Mauretania stopped for an hour to search for the body, but no trace of it was found.

NATHAN STRAUS IS INFORMED.

Merchant Able to Bear News of His Brother's Death.

Nathan Straus, Jr., received a cablegram yesterday from his mother which said:

"Father perfectly well; bowing to the inevitable."

The Rev. Dr. J. L. Magnes, who was with Mr. and Mrs. Straus in Jerusalem, telegraphed that the cabled report of Mr. Straus's illness was inaccurate. He says he was entirely well when he left him, and in the best of spirits. He did have a slight attack of indigestion, but his condition is robust and he was able to stand the shock of the news of his brother's death.

STORY BY STRAUS MAID.

Says Devoted Wife Refused to Leave Her Husband.

Details of the fate of Mr. and Mrs. Isidor Straus were related yesterday by Mabel Bird, Mrs. Straus's maid, who was among those saved from the wreck. Miss Bird had been with the Straus family for only one week, having been employed in London when Mrs. Straus's former maid left her to get married.

When Miss Bird landed at the Cunard pier on Thursday night she was so hysterical that she could not tell a connected story. Dr. Alfred F. Hess of 154 West Seventy-second Street, son-in-law of Isidor Straus, met her at the pier and took her to the home of Percy Straus, 46 West Seventy-first Street. Last night she had sufficiently recovered to tell her story.

"It is true," said Miss Bird, "that Mr. and Mrs. Straus were calm and that they did much good work among those poor people on board the Titanic. If it had not been for them I suppose I would have drowned, too. Of course, I cannot tell what happened after I left them, but I believe that they went down together.

"I left on the fourth or fifth lifeboat. Mrs. Straus made me go. She said she would stay with her husband. Of course, I thought they would both come later, otherwise I am sure I would have remained with them. I didn't know that they were never coming.

"When I saw them last Mr. Straus's valet, John Farthing, was standing with them. This valet had been with them for several months, he told me. He was English, the same as I, but he lived in New York, I believe. The valet had a chance to go, too, but he said he would stay with Mr. Straus.

"Everything was all right in my lifeboat. Mrs. Straus had put some heavy wraps on me. Finally the Carpathia picked us up and the first ones I looked for were Mr. and Mrs. Straus and then I looked for the valet. They told me that they were not on board. I became very ill then."

Dr. Hess said last night that if Miss Bird wanted to return to her parents in London she could do so. He said that he had heard nothing from the valet, either from survivors or from the man's relatives.

MADE INSANE BY WRECK.

Employe of Howard Gould Is Taken Raving to Hospital.

Special to The New York Times.

PORT WASHINGTON, L. I., April 19.—David Burns, an employe at Howard Gould's estate, Castle Gould, became insane this morning as a result of the Titanic wreck.

His insanity took the form of religious mania. He was sure the disaster was a special act of Providence in punishment for sin.

"The blood of Jesus Christ will some day redeem the people," he raved. "Helen Gould and Mrs. Clarence Mackay are angels from heaven descended to earth."

He was arrested and taken to Kings Park Hospital for the Insane by a constable.

OWING TO THE DEATH OF
MR. AND MRS. ISIDOR STRAUS

This store will be closed
Saturday.

Abraham and Straus.

WESTERN UNION WITH MARCONI WIRELESS

A Working Agreement Announced by Western Union Officials and Mr. Marconi Himself.

WIRELESS AROUND WORLD

Direct Communication Between New York and London and to All Points Over Land Lines.

Rumors of an agreement between the Marconi Wireless Telegraph Company of America and the Western Union Telegraph Company, which have been current in Wall Street for a week past, were confirmed yesterday in cable dispatches from London and by the Western Union Telegraph Company.

Mr. Marconi was busy all day attending the Senatorial investigating committee's hearings into the Titanic disaster and could not be reached until 7 o'clock last night, when he issued a brief statement at the Holland House through his private secretary, W. L. McEwen, to the effect that the report from London was true in every detail, but that the terms of the contract between the Marconi system and the Western Union were not to be made public at the present time.

Briefly, the agreement puts the Marconi company in exactly the same position in relation to land telegraph companies that the cable companies have long enjoyed, and it is part of the plan of expansion which the Marconi company has adopted in connection with the recent acquisition of the assets of the defunct United Wireless Company and the increase in capital stock, which has just been ratified.

The London cable dispatches explained the new Western Union deal in announcing an agreement between the Marconi Wireless Telegraph Company of England and the American company for the construction of a number of long-distance wireless stations. These proposed stations have already been explained in outline to the stockholders of the American company in a circular sent to them last month calling them to a special meeting to ratify an increase in the capital stock from $1,662,500 to $10,000,000. They include two high-power stations to connect England and this country—one to be erected at London and the other in New York City, thus putting the two great cities in direct communication and avoiding the long transmission over land wires that is now necessary between New York and Glace Bay and London and Clifton. Both companies have signed working agreements with the Western Union and also with the Great Northwestern Telegraph Company of Canada.

These agreements will give the wireless companies so-called "cable land stations" which will correspond to the terminal stations now connecting ocean cable companies with the land lines. Two cable telegraph stations of the Western Union Telegraph Company will have twenty-five wireless station connections on the American continent.

The Western Union issued an official statement explaining that the relation between the company and the Marconi system was simply a contract and did not involve any ownership by the telegraph company of Marconi stock.

The cable messages from London also told of the plans of the English company to link up the principal islands of the Pacific with the west coast of the United States and the Asiatic continent. The stations to be erected, so far as yesterday's announcement went, are to be in the Hawaiian Islands, the Philippine Islands, and China, with a possibility of Japan being later included. These stations will, for the first time, permit a wireless dispatch to be sent entirely around the world.

The plans announced some weeks ago told of the American Marconi Company's intention of building a chain of stations through the Caribbean and in the principal countries of the South American Continent. Capital for this expansion is being supplied by the recent increase in the caulital stock. Stockholders have the privilege of subscribing at par to $7,000,000 of the new stock. In addition to the expansion which these funds will permit, the company has already obtained through its acquisition of the United Wireless a chain of stations all along the Pacific Coast.

Marconi stock, which only two years ago was selling at $5 a share, has had a boom on the curb in the past two weeks which has sent it up in leaps and bounds to $350 a share, which was the highest price reached yesterday. The Curb brokers report that most of the buying orders had come from England. This movement in the American company's shares, which have a par value of $25, is the wildest boom which the curb market has ever witnessed, although the total transactions have not reached anything like the proportions attained in some of the mining booms.

Old Marconi stock opened at $240 yesterday, soared up to $350, slumped $100 a share from this high point, and finally closed at $330. The stock is not officially listed, but estimates of the trading put total transactions at around 5,000 shares. These old shares are to be split into five parts in accordance with the company's decision to reduce the par value of the shares to $5. Each one of these split shares will have the privilege of subscribing at par to five additional shares of the stock just authorized. Contracts for the new stock "when issued" sold on the Curb yesterday as high as $18 a share after opening at $15. This price broke to $14.25 and the last sale was at $16.

One of the peculiar features of the boom in Marconi stock is the wide difference between the prices of the old stock of $25 par value and its equivalent in the new shares, which are to be issued in May. This wide difference has made possible arbitrage operations between the two issues which have made small fortunes in paper profits for Curb traders.

For instance, when the old shares were selling at $240 yesterday and the new shares at $15, a broker might have cleaned up $3,500 on a 100-share operation by selling contracts to deliver the $5 par stock accruing to him on 100 shares of the $25 par stock as it now exists, with rights to the new capital. The operation would have worked out this way: The purchase of 100 shares of existing stock at $240 a share would have cost $24,000. This new stock would come to 500 shares when split up, and the rights to subscribe to new stock would bring this original block up to 2,500 shares. At $15 these 2,500 shares "when issued" had a market value yesterday of $37,500. The seller of 2,500 shares of new stock against his purchase of 100 shares of the old would, however, have to supply the $10,000 subscription payments on his new stock, and this, deducted from the $37,500, would leave him receipts of $27,500 against the $24,000 he had paid for his 100 shares of old stock.

There have been times when the difference in prices of the two issues has been even wider, and Curb brokers say that they have never known such a condition to exist in the history of the Curb. Many of the more conservative brokers have been refusing to commit themselves to the arbitrage transactions for fear that there will be some hitch which will destroy their profits.

American Marconi has never paid any dividends. For the last fiscal year it earned only $16,933 on $1,662,500 capitalization. In previous years operations have resulted in deficits.

TIMES "AD" FOR MISSING BOY.

E. H. Bull of 33 Linden Street, Bayonne, N. J., recognizing the value of the Lost and Found columns of THE NEW YORK TIMES, has inserted an advertisement in it asking for information concerning Arne Salstrom, a nineteen-year-old Norwegian boy, who, Mr. Bull fears, may have gone down on the Titanic.

"The young man is the son of the proprietor of several theatres in Norway," said Mr. Bull last night. "The father is a friend of mine, and recently wrote to me that the boy was going to come over on the Titanic to visit this country. The father asked me to look out for the boy while he was here, and so when I heard that the Titanic had sunk I studied the lists of the survivors and the missing very carefully. I didn't find the young man's name, so I am inserting the advertisement for information."

Mr. Bull said he had never seen the young man, and for that reason doesn't know very accurately what he looks like.

Music by Nahan Franko's Orchestra, Restaurant, Daily

33 Years Leaders of Fashion

Simpson Crawford Co.

SIXTH AVE. 19TH TO 20TH STREET. NEW YORK.

Special Saturday Prices on

Black Silks

GOOD, well-known qualities, every one a staple and well-wearing number. Comprising weaves suitable for this time of season. ☞ Main Floor.

Black 40-inch **Crepe Meteor**, reg. $2.25 value, at.....$1.38
Black 40-inch **Satin Cashmere**, reg. $3.50 value, at.....$2.59
Black 36-inch **Satin Majestic**, reg. $1.75 value, at.....$1 19
Black 40-inch **Crepe de Chine**, reg. value $1.50, at.....$1.15
Black 36-inch **Pallet de Soie**, reg. $1.25 value, at.....89c
Black 42-inch **Double-faced Satin**, reg. $3.50 value, at.....$2.48
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Sample Coats for Little Tots at $3.95 & $5.00

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Modish little tailored creations of high grade material in solid colors and mixtures, some braid trimmed, others plain. Some worth $7.50, many worth $10 and $15, and a limited number of $20 Coats, special

$3.95 and $5.00

Baby Coats of strictly all wool serge; sailor collar effect trimmed with fancy braid; sizes 1, 2 and 3 years.....$2.98

Simpson-Crawford Co., 6th Av., 19th to 20th St.

Little Women

Their work, their play, their dresses, their "own" rooms with ideas for "Little Men" and suggestions for mothers about them both. 1500 ideas for 15c

"Little Women" on the stage

A SYMPATHETIC story about a great play made from one of the most popular books in the world is there a woman who has not read "Little Women," who does not know Meg, Jo, Beth and Amy as she knew her school girl friends Every woman, most men and all children will be tremendously interested in the play made from "Little Women" with the permission of Louisa M Alcott's heir, the "Daisy" of "Little Men." Even the salesgirls in the shops knew the book and helped in the hunt for just the right material for Meg's dress. No modern "best seller" can hope to equal the sales of this childhood classic, and now that it has been dramatized, thousands will renew their acquaintance with the March family.

"Little Men" as Boy Scouts

SHALL my boy be a Boy Scout? Read what one mother thinks It will help you decide.

How about the boy's room? Louise Shrimpton has good ideas as to the way it should be furnished

Teach the boy to use his hands There are so many things a boy can make "A Home-made Screen" and "Reed and Rattan Basketry" suggest some of them

To help you help your boy is worth 15c

"Marmee's" own corner

A THOUSAND ideas for mothers Good stories, facts about people and things, what to read and when Every number is a "Mothers' Meeting" Margaret E Sangster tells the best way to celebrate Mothers' Day

Mothers of daughters will find much help in "The American Girl in the Home," the first of six studies by J Nilsen Laurvik "A Child's Own Resources" teaches how to develop the growing mind Dr Dennet's baby page is about the important subject of "Feeding" Miss Gould's fashion pages throw new light on dressing well and economically Louise Collier Willcox suggests some reading for the remote woman.

A thousand ideas for mothers 15c

Her Graduation Dress By Miss Gould

Girls naturally want to look their best on Commencement Day. It is right and natural. There is a new point of view, on the editorial page, on Graduation Day extravagance.

15 cents NOW gets the MAY

"Little Women" in real life

FIRST, dress Miss Gould shows some "Summer Bonnets for the Little Girl" that will inspire every mother

For the girl's own room Miss Shrimpton has some good furnishing suggestions

When it comes to keeping a girl's fingers busy just look at the pages of "Dolls Furniture from Berry Basket Wood."

Their Home and its surroundings

THERE are so many things one can do to make the home more homelike You can make a sun-dial yourself, if you follow Grace Tabor's directions "How to build a comfortable summer shack" by Herbert B Uptohn, is timely and practical A hundred ideas for the house, "upstairs, down stairs and in my lady's chamber"—15c

May Day Entertainments

JOHN RAE'S picture of "The May Basket Girl," a full page in colors by our special process, looks like an oil painting and ought to be framed

Everybody needs a vacation and everybody should have one H W Dewey tells about a vacation in reach of almost anyone and it is a good vacation too. May time is outdoor time Four outdoor festivities and three special May Parties for the first of the spring's entertainments Do you use your public parks? They are the people's picture galleries Two pages of photographs by Frank A Waugh 100 May-time suggestions 15c

May Day may be moving day

A PRACTICAL woman who has moved tells how to do it with the least wear and tear. These suggestions, in work, worry, and breakage, will save you much more than 15c

Europe on $3.50 a Day

YOU can do it Anyone can A bright woman has done it Tells how to travel cheaply by boat or rail, where to stop what clothes to take, what to see and how to see it to the best advantage 100 practical suggestions by an experienced traveler for 15c

WOMAN'S HOME COMPANION

All news-stands. $1.50 a year. The Crowell Publishing Company, 381 Fourth Avenue, New York

Tired or Run Down?

Bass Ale is more than a delightful, satisfying beverage. It is the best Malt Extract, the ideal tonic, a great builder of blood and tissue. Fortify your system by drinking a glass or two each day.

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Special Pin-Casks (5 gallons) for family use on draught at home, from any department store, dealer or jobber.

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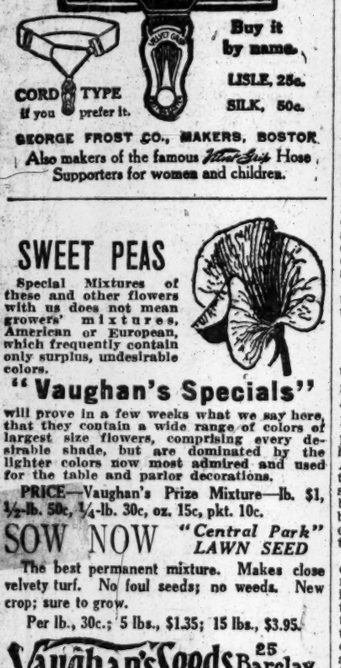
Velvet Grip

A Boston newspaper man asked 10 men what garter they wore. Nine wore Boston Garter. It excels in comfort and wear value and is guaranteed perfect.



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Buy it by name.

LISLE, 25c.

SILK, 50c.

GEORGE FROST CO., MAKERS, BOSTON

Also makers of the famous Velvet Grip Hose Supporters for women and children.

SWEET PEAS

Special Mixtures of these and other flowers with us does not mean growers' mixtures, American or European, which frequently contain only surplus, undesirable colors.

"Vaughan's Specials"

will prove in a few weeks what we say here, that they contain a wide range of colors of largest size flowers, comprising every desirable shade, but are dominated by the lighter colors now most admired and used for the table and parlor decorations.

PRICE—Vaughan's Prize Mixture—lb. $1, ½-lb. 50c, ¼-lb. 30c, oz. 15c, pkt. 10c.

SOW NOW *"Central Park" LAWN SEED*

The best permanent mixture. Makes close velvety turf. No foul seeds; no weeds. New crop; sure to grow.

Per lb., 30c.; 5 lbs., $1.35; 15 lbs., $3.95.

Vaughan's Seeds 25 Barclay Street

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There is much more head and hat room in the

India Umbrella

"The little umbrella with the big spread"

Its spreaders are higher up the handle—out of the way. Plumes and feathers are therefore safe. Silk hats and derbies don't suffer.

Every "India" frame is guaranteed for one year. It has 10 ribs, is strongly built, and won't turn inside out.

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NATUROPATH HAD IMPRESSIVE SIGNS

Jersey Sanitarium Men Convicted of Practicing Medicine Without Licenses.

ONE A BATH ATTENDANT

Woman Witness Testifies That They Offered to Cure Her of Paralysis.

Benedict Lust of 465 Lexington Avenue and Isidore Hertz of 32 West Ninety-second Street, naturopaths at 465 Lexington Avenue, and conductors of a sanitarium at Butler, N. J., when not engaged in their other occupations, that of publisher and bath attendant, respectively, were convicted of practicing medicine without a license yesterday before Justices Steinert, Russell, and Forker of Special Sessions and fined $100.

The defendants had splendidly appointed rooms in the Lexington Avenue house, and, according to the evidence given yesterday, did a large business. The complaint was made by Mrs. Frances Benzecry, an investigator for the County Medical Society, who on Oct. 16 visited Lust and asked if he would treat her, stating that she was suffering from a paralyzed left side. She testified that Lust said:

"I want to cure you. When I cure a man 67 years old, who has been paralyzed for seven years, I am sure I can cure you.' I am going to cure you. I do not want to relieve you. Now I wish you would come out to Butler, N. J., where I have a beautiful sanitarium. It will cost you $60 a month, but massage will be $5 extra."

Mrs. Benzecry's Visit.

Mrs. Benzecry then asked for some literature and received pamphlets. The next day she returned, she said, and stated that she was willing to take the treatment. Lust then introduced her to Hertz, it was alleged, stating that the latter was his assistant, and that the treatment would cost $25 in advance. Mrs. Benzecry protested that she did not have that much money, and finally gave $5 on deposit. She was then taken to a room upstairs. Hertz examined her foot, she testified, and said:

"Just as I thought, you have water in your veins instead of blood."

He then felt her neck, she declared, and stated that she was badly in need of treatment as her neck nerves had become hardened. After making an examination of her arms he took a red electric light, she testified, and passed it up and down her spine, and then held a violet light to her neck. Mrs. Benzecry then received two packages, which Hertz, according to her story, said contained herbs and advised her to take three times a day, telling her to make tea of them and drink it with her meals, and also to abstain from all greasy foods.

The next day she again returned, and this time was placed in a cabinet containing electric lights for fifteen minutes.

Signs That Lust Used.

During the trial yesterday several signs used by Lust were put in evidence. They read: "Benedict Lust, N. D., proprietor, 465 Lexington Avenue, naturopath, publisher, importer," "B. Lust's naturopathic health home, Kneipp cure, naturheilmethode," "Naturopathic Institute, American school of Naturopathy," "Electric light baths, hydopathy, Kneipp, steam, and herb cure, dry and hot air baths, steam Lohtania and Manheim baths, massage, oscillation—vibration and electric massage, mud baths, and curative gymnastics, diet cure."

County Medical Society officials were called, who testified that they had no record of either Lust or Hertz ever taking any medical examinations and that their names did not appear upon any of the records of physicians. Lust denied that he had ever offered to treat any one, and Hertz said that he was a bath attendant. After considerable discussion the Justices agreed unanimously to convict Lust, but Justice Forker dissented on the conviction of Hertz.

ENGLISH DEBT IN COURT.

Asks to Pay for Canterbury Work with American Rent.

Surrogate Cohalan reserved decision yesterday on the application of Henry L. Morris to disburse rents from the American property of Margaret Laura Zborowiski, for debts against her estate in Canterbury, England. Mrs. Zborowiski owed $33,000 for alterations made upon her house in Canterbury by a contracting firm.

At her death it was discovered that her only English property consisted of some jewelry, and Mr. Morris as her administrator applied yesterday for the right to pay the English indebtedness from the American property. The curious point of law has been taken under consideration by Surrogate Cohalan.

Mrs. Zborowiski had large real estate interests in this city. She owned 325, 327 and 329 Fifth Avenue; 254 and 256 First Avenue; 206 Ninth Avenue; 126, 128 and 130 Bleecker Street; 404-406 East Sixteenth Street, and 405 East Fifteenth Street.

WIFE DIDN'T DEFEND HERSELF

And Court Had Lawyer Contest Husband's Suit for Divorce.

The divorce suit of Raymond F. Rode, a photographer, was tried yesterday before Justice McCall in the Supreme Court. Six months ago the case was brought before Justice McCall as an undefended divorce suit, but much of the testimony appeared so doubtful that the Justice appointed Warren Leslie, a lawyer, to defend the wife.

Rode testified that he had seen a man named George S. High give his wife sums of money amounting to $2,000. Mrs. Rode insisted that the money had been loaned to her out of kindness. Justice McCall reserved his decision. The case is being tried without a jury.

Bryan Speaks at Columbia.

William J. Bryan will deliver a public address at 11 o'clock this morning in Earl Hall, Columbia University. He will speak before the Politics Club on "The Real Issue."

QUESTIONS POLICE CUSTOM.

Appellate Division Doubts Lieutenants' Power to Dismiss Charges.

The Appellate Division handed down a decision yesterday in which it questioned the legality of a police custom which permits Police Lieutenants to release prisoners brought to station houses when the Lieutenants deem the charges preferred by patrolmen of little moment. The Appellate Division questions the right of Lieutenants to exercise this magisterial function.

The decision reinstates to the police courts Patrolman Hugh A. Ford, who was dismissed by Commissioner Baker for alleged insubordination. Baker had arrested a prisoner for disorderly conduct. His Lieutenant ordered him to free his prisoner. Ford entered into a discussion with a fellow-patrolman as to the desirability of rearresting the prisoner.

In its decision, which attorneys said yesterday might necessitate the arraignment of all future prisoners in police court before their discharge, the Appellate Division declared:

"We are of the opinion that the evidence fell short of establishing any willful or contumacious insubordination or violation of orders. The statutes provide that a prisoner arrested by a policeman shall be taken before a Magistrate, to be held or discharged as the case may require, and we find nowhere, nor have we been referred to any statute conferring the power of magistrate upon Police Lieutenants or authorizing them to decide whether a prisoner should be held or discharged.

"It is true that the rules of the department and the necessities of police discipline require that the members of the force shall promptly obey the lawful orders of their superior officers. But when an officer receives an order, such as a relator did in this case, which is designed to prevent his performance of what seems to him to be a plain statutory duty, he is not to be convicted of insubordination because he stops for a few minutes to consider what course his duty as a policeman requires him to take."

SOCIOLOGISTS DISCUSS VICE.

Academy of Political Science Hears Many Papers at Last Session.

George G. Kneeland of the American Vigilance Association delivered an address before the Academy of Political Science at its concluding session at Columbia University yesterday on "Commercialized Vice."

Mr. Kneeland said:

"This business yields tremendous profits each year, and is controlled largely by men and not by women, as is commonly supposed. These profits, in the last analysis, are at the basis of difficulties met with in securing adequate enforcement of the State laws and city ordinances. The demoralization of police departments has been traced to men's greed for dollars earned by unfortunate women, and corrupt politicians have bought their way to power and influence by the use of this money."

Mrs. Belle Lindner Israels, Secretary of the Committee on Amusement Resources for Working Girls, read a paper on "The Regulation of Amusements." She declared that "recreation is coming into recognition as a right and not a luxury." Five million young people, she said, frequent dance halls in New York City in the course of a year, and "the community may with justice demand public regulation."

"Recreation and Youth" was the subject of a paper read by Dr. Luther H. Gulick of the Sage Foundation, and Owen R. Lovejoy of the National Child Labor Committee spoke on "Child Labor Problems."

Others who spoke in the discussion on "National Social Needs" were the Rev. Washington Gladden, Prof. Henry R. Seager, Dr. Hastings H. Hart, and Dr. Edward A. Steiner. Papers read by title and published as part of the proceedings were by Dr. E. Stagg Whitin, Dr. John B. Andrews, Francis H. McLean, Prof. John Bates Clark, and the Rev. Charles S. Macfarland.

Bible Teachers' School to Keep Open.

The Bible Teachers' Summer School of 541 Lexington Avenue will remain open this year from July 17 to Aug. 14 in order to meet the demands of students who spend the Summer here. A course of study will be given which include the following subjects: Bible study, religious pedagogy, archaeology, philosophy, practical psychology, and evangelical work and methods.

THAW WRIT COMES UP IN WESTCHESTER

No Argument in Brooklyn on Habeas Corpus, Counsel Assenting to Change of Courts.

PRISONER DIDN'T APPEAR

People Gathered to See Him—He'll Be Taken from Matteawan to New Rochelle When Special Term Opens.

Because of a motion made by the Attorney General to have the case heard in Westchester County there was no hearing yesterday before Supreme Court Justice Stapleton in Brooklyn on the writ of habeas corpus obtained for Harry K. Thaw, the slayer of Stanford White, who is in the Matteawan Asylum. This latest in the many moves to obtain the freedom of Thaw was made on Wednesday, when his mother, Mrs. Mary C. Thaw, obtained the writ of habeas corpus from Justice Stapleton. In her petition Mrs. Thaw declared that her son had been examined by a number of alienists, who were one in the opinion that Thaw was not now suffering from any mental disorder. She alleged that he was being confined contrary to law.

When the case came up yesterday Deputy Attorney General William A. McQuaid moved that for the convenience of the witnesses the argument on the writ be held before Justice Keogh in New Rochelle. Lawyer Clarence J. Shearn, appearing for the petitioner, was agreeable to this, and there was no opposition to the motion.

The asylum for the criminal insane where Thaw is confined is in Dutchess County, and Justice Stapleton thought that the argument should be held in that county. It was finally agreed that an application should be made to the Appellate Division for leave to have the hearing in New Rochelle.

As it was understood beforehand that the motion to transfer the case was to be made Thaw was not taken from the asylum to court, and the crowd of people assembled there in the expectation of seeing him were disappointed.

Special to The New York Times.

ALBANY, April 19.—This information on the Thaw case was given out by Attorney General Carmody:

"At the request of the Attorney General's office a stipulation has been entered into with the attorney for Thaw that all further proceedings under the writ be had before Judge Keogh in Westchester County, this being in the judicial district in which Matteawan is located, and Judge Keogh being the presiding Justice at the next special term to be held in that district.

"A return is being prepared in the Attorney General's office. The application will be resisted, and a thorough examination will be demanded, including an examination by the most distinguished alienists available, and such other examination as may have a bearing upon Thaw's mental condition."

SHAKESPEARE AT BARNARD.

"A Winter's Tale" Presented at Brinkerhoff Theatre.

Shakespeare's "A Winter's Tale" was presented by Barnard College students at Brinkerhoff Theatre yesterday afternoon and was repeated in the evening. It will also be given this afternoon and evening.

Miss Constance Van Wahl as Leontes won much praise as has her work in former years. Hermione was played by Miss Elizabeth Gray, and Miss Mildred Hamberger was charming as Perdita. Little Hele Morris, on the programme as a member of the class of 1924, was the young Prince. The other parts were all in capable hands, and showed signs of careful rehearsing. The college Violin Club was very effective in its playing of the shepherd dance music and added considerably to the storm scene.

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The Unrestricted Public Sale,

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will be held

At the American Art Galleries

Madison Square South, New York

On Wednesday and Thursday Afternoons Next

April 24th and 25th, at 2:30 o'clock, and

In the Grand Ball Room of the Plaza

(FIFTH AVENUE, 58TH TO 59TH STREET)

On Friday Afternoon and Evening Next

April 26th, at 8:00 and 8:30 o'clock

When prospective buyers will be admitted exclusively by card, admitting one person, on the date specified by the applicant, and which will be issued to applicants upon their written application only. These cards will be limited to the capacity of the place of sale.

The Valuable Library

will be ON FREE EXHIBITION at the American Art Galleries, Madison Square South, beginning April 24th, and will be sold there on April 30th and following days.

*** Catalogue of the library will be mailed on receipt of 75 cents.

The Sales will be conducted by MR. THOMAS E. KIRBY, of the

AMERICAN ART ASSOCIATION, Managers,

6 East 23d Street, Madison Sq. South, New York.

TRADE ITALIAN CRAPO LINENS MARK

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THE JOHN M. CRAPO LINEN STORE

CRAPO BUILDING

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In order to make room for new and large invoices, just arrived, is offering for sale a special lot of the

CRAPO ITALIAN LINENS

At Greatly Reduced Prices

Hotel buyers and others wishing to take advantage of this rare opportunity should not delay, as the time for this sale is limited. Note our window display.

Frederick Loeser & Co.

In every detail the Leading Retail Establishment of Brooklyn.

The Subway to Hoyt Street Brings the Loeser Store Within 17 Minutes of Forty-second Street.

A Leaky Water Pipe in the Stock Rooms of Harper & Bros. Brought to Us

5,000 Books at Half and Less.

FOR OUR CUSTOMERS WE BELIEVE this one of the best Book offerings we ever made. Though the Books were wet, they were not soaked. In fact, hundreds of volumes are so slightly hurt that you can only discover the water marks by holding the covers slant-wise to the light.

And it is a wonderful lot of Books to be sold for such little prices.

There is a great assortment of the good fiction that the Harper house publishes—many Books that are among the good sellers today. There are also histories, biographies, essays and other serious literature. There is also a fine stock of Books for children.

Not one of these Books is marked higher than half of the published price. Many are much below half. Dollar-and-a-half and two dollar Books may be priced at 35c. or 50c. Prices on the stock start so low as 10c.

We give a list of some of the titles of which we have as many as 15 copies or more. There are dozens and dozens of other titles of which we have smaller numbers—some of the best Books in the stock among them.

It is a great chance to buy a large stock of summer reading for a very small price—as well as to buy for your city home library.

Fiction at 35c. a Volume, Published at $1.20 to $1.75.

The Barrier, by Rex Beach; play edition.
The Call of the Blood, by Robert Hichens.
The Shoulders of Atlas, by Mary E. Wilkins Freeman.
Ben Hur, by Lew Wallace.
Trilby, by Du Maurier.
A Stumbling Block, by Justus Miles Forman.
Fennel and Rue, by William Dean Howells.
Bud, by Neil Munro.
The Fair Lavinia, by Mary E. Wilkins Freeman.
Ancestors, by Gertrude Atherton.
A Successful Wife, by G. Dorset.
Bianca's Daughter, by Justus Miles Forman.
Miss Gibbie Gault, by Kate Langley Bosher.
By the Light of the Soul, by Mary E. Wilkins Freeman.

Fiction at 25c. a Volume, Published at $1 to $1.50.

Pa Flickinger's Folks, by B. R. Hoover.
The Relentless City, by E. F. Benson.
Breaking Into Society, by George Ade.
The Girl Proposition, by George Ade.
The Candidate, by Joseph A. Altsheler.
Fraternity, Anonymous.
Van Bibber and Others, by Davis.
Lost Borders, by Mary Austin.
The Princess, by Margaret Potter.
The Image of Eve, by Margaret Sutton Briscoe.

Miscellaneous Books.

Labor in Europe and America, by Samuel Gompers; published at $2, our price.....50c
Fifteen Decisive Battles of the World, by E. S. Creasy; published at $1.25, our price.....35c
Legends of the City of Mexico, by T. A. Janvier; published at $1.30, our price.....35c
The Story of the Other Wise Man, by Henry van Dyke; published at 50c., our price.....15c
The Slant Book, by Peter Newell; published at $1.25, our price.....35c
The Children's Plutarch, arranged by F. J. Gould; published at 75c., our price.....25c
In the Open, by W. O. Stoddard; published at 60c., our price.....15c
The Rubaiyat of Bridge, by Carolyn Wells; published at $1, our price.....10c
The Unknown, by Camille Flammarion; published at $2, our price.....65c
A Rational Banking System, by H. M. P. Eckardt; published at $1.50, our price.....50c
The Speaking Voice, by Katherine Jewell Everts; published price $1, our price.....50c
The Land of the Riddles, by Dr. Hugo Ganz; published at $2, our price.....65c
History of the United States, by Thomas Wentworth Higginson; published at $2, our price.....65c
A Holiday With the Birds, by Jeannette Marks and Julia Moody; published at 75c., our price.....25c
The Making of a Fortune, by Harriet P. Spofford; published at $1, our price.....25c
Manners and Social Usages; published at $1.25, our price.....35c
The Future in America, by H. G. Wells; published at $2, our price.....75c
The Technique of Speech, by Dora Duty Jones; published at $1.25, our price.....50c

Main Floor.

Girls' $25 Suits at $14.98.

GIRLS OF THIRTEEN TO EIGHTEEN YEARS who have not their new Suits yet may buy them today—and save ten dollars on the transaction.

Or, rather a limited number of girls may do so—those who get here in time to have a share in these sample Suits from one of the specialists in girls' apparel whose product we can thoroughly commend out of our years' experience in dealing with him.

These new Suits are of two-toned whipcords and plain serges, etc. They have smart silk collars and cuffs and inlaid pearl buttons front and back. The coat is silk lined and the skirt has paneled front and back.

Misses' Norfolk Suits.

Now that nearly every girl wants a Norfolk Jacket Suit, we are very glad to have these smart little unlined Suits of mannish fabrics in tan and gray.

28-inch coat with bound seams, notch collar, patch pockets and belt. Two-piece skirt, closing at side and with high girdle.....$14.98

Children's Long Coats at $4.98.

For girls of 6 to 14 years these are extremely useful, and good Coats of serges and cheviots in blue, tan and black-and-white check. Sailor or notched collars.

Misses' Wash Dresses at $3.98.

Much character in these good Dresses of various colored ginghams and chambrays. Sailor collar and large revers of plain material; finished with button-hole stitch and pearl buttons. Trimmed skirt.

Misses' Wash Frocks at $1.98.

Sensible and pretty little Dresses of striped percaline, trimmed with bordering. Three-quarter sleeves, low necks and pocket at waist.

Second Floor, Elm Place.

Clearance of Kid Gloves at 59c. a Pair.

Values in the Lot Up to $1.50.

THIS IS THE AFTERMATH of a busy season, and while there are not all sizes in each style there is a very good assortment of sizes in the lot.

The Gloves are of fine qualities, and there are one-clasp pique Gloves, one-clasp chamois Gloves as well as some Mousquetaire Gloves.

We shall place them on a special main floor table today and for quick clearance will offer them at the record low price of 59c. a pair.

Main Floor. None Sent C. O. D.

Four Special Groups of Women's Hats.

Artistic, but Only $1.50, $2.98, $3.50, $5.

A DOLLAR AND A HALF, even if you express it in cents or dimes, doesn't seem a sum that would mean very much if translated into Millinery.

Neither would it, if it were expended anywhere but at Loeser's.

But here at Loeser's it means a simple but artistic Hat, suitable for the morning wear of any woman, well made, its bit of trimming rightly posed, and with undeniable style.

The same thing is true of all these special Hats, whether the price is only a dollar and a half or whether it is $2.98, $3.50 or $5.

Every woman who has need of a serviceable, stylish, simple Hat, sure to be suitable and becoming, should see these today.

CHILDREN'S MILLINERY, 69c. UP.

The Loeser Store has a great reputation for the beauty and modishness of its Millinery for girls and misses, the wonderful way in which all the essential girlishness is suggested with a full compliance with all points of style.

Small prices, too, for so much of distinction. Really charming girlish Hats at 69c. Others of better grades and more beauty at higher prices.

Second Floor, Elm Place.

Women's $1.50 "Onyx" Silk Hose, $1.

THE FACT THAT THIS HOSE is of "Onyx" make is sufficient proof of its standard of quality and high character. Lustrous silk with graduated "Wyde Tops" and lisle soles, which insure service. In black only and regular $1.50 qualities for $1 a pair.

50c. Stockings at 3 Pairs for $1.

Here is another exceptional Saturday item in Hose for women. Of lisle and silk lisle in black, white and tan.

50c. Silk Hose at 39c.

Women's silk boot full fashioned Stockings with lisle tops.

Silk Boot Stockings at 29c.

Black silk boot Stockings with mercerized lisle tops.

Silk Stockings at 59c.

Black, white and tan ingrain pure thread silk with mercerized top and soles.

Main Floor.

$2.50 Pearl Necklaces $1.49 All With Solid Gold Clasp.

THIS IS THE MAKER'S BALANCE of stock and one of the very best values in Necklaces, with solid gold clasps, that has ever been offered for the money.

The beads have a very soft and lustrous finish in a delicate tint. Two sizes, some being all of the one size while others are in the graduated style. All are mounted with solid gold clasps.

Necklaces which are regularly $2.50 each now $1.49.

Main Floor, Elm Place.

Washing Clothes Without Rubbing.

CAN YOU GET them clean that way? asks the wise housewife.

For answer we ask her to come into the Basement and see the new and wonderful

Vacuum Washer

pump five gallons a minute of sudsy boiling water through and over the clothes.

That takes all the dirt out in twenty minutes, leaves them absolutely clean and does it with no rubbing at all.

It seems hard to believe—but every housewife who sees it wants to throw away her washboard after she has once tried this new household help.

Price is $2.50.

Basement.

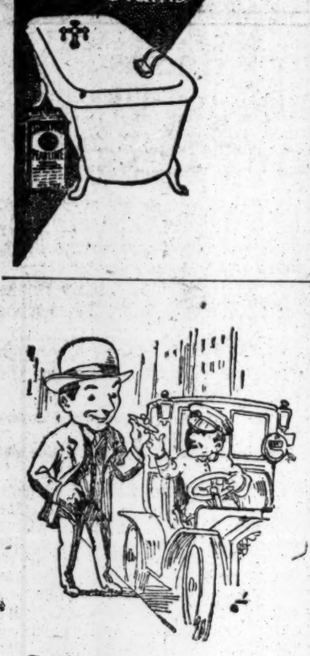
Women's Silk Plaited Vests at 69c.

THE VALUE WILL only be appreciated by seeing the Vests. They are different from Vests heretofore purchasable at this price. Fine silk plaited Vests, Swiss ribbed.

Glove Silk Vests at $1.39. These are handsome Vests for the price. All in white and daintily finished.

Second Floor.

Polish the Bath Tub with Pearline
Removes All Stains



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42 years' experience.

ITALIAN SHELLS SUNK WARSHIP OF SULTAN

Monarch's Yacht Also Said to Have Been Captured by the Aggressors.

MEANT AS WARNING RAID

Rome Government Declares That Action in the Dardanelles Was Only a "Demonstration."

CONSTANTINOPLE, April 19.—It is confirmed that the Italian warships sank a Turkish gunboat in the bombardment yesterday off Samos. The crew escaped.

The Italians also seized one of the Khedive's yachts.

The Russian Ambassador has received instructions to protest against the closing of the Dardanelles. It is reported that the Porte has ordered the banishment of all Italians.

WASHINGTON, April 19.—The Italian naval forces had neither the intention of attacking the Dardanelles nor of effecting a landing, the engagement of the last two days having been largely accidental, according to a cablegram from the Italian Foreign Office, received today by the Italian Embassy here.

No troops were embarked on the battleships. The order of the commander of the Italian naval forces merely called for a rapid raid on the Aegean Sea, with the idea of foreing the Ottoman fleet to come out in the open for a fight. A Turkish torpedo boat destroyer appearing at the mouth of the straits, according to the Italian commander's report, caused an advance o fthe Italian vessels. They met and returned the fire of the Turkish forts on both sides. The Turkish torpedo boat destroyer disappeared during the bombardment. The Italians say they suffered no losses.

ROME, April 19.—The official report of the action of Italian warships in the Dardanelles lays particular stress on the statement that it was purely a naval demonstration and that it was never intended to attack or force the Dardanelles or land troops. Prior to the operation the cable between Imbros and the Dardanelles, also the two cables to Lemnos, were cut.

RUSSIA LEAGUED WITH ITALY.

Paris Paper Reports an Agreement on the Balkans and Tripoli.

PARIS, April 19.—Italy and Russia have reached an agreement under the terms of which Italy will support Russian policies in the Balkans, while Russia will recognize Italian sovereignty in Tripoli, according to a special dispatch to the Debats from Vienna. If necessary, Russ sit will back up Italy by a naval demonstration at the entrance to the Bosphorus.

RAILROADS BURN RECORDS.

Texas Commission Permits Them to Get Rid of Many Old Papers.

Special to The New York Times.

AUSTIN, Texas, April 19.—There has been a merry burning of old railroad records in this State in the last two weeks. The Texas Commission has relaxed the vigor of its order of 1906, which compelled all lines to preserve all books and papers and has laid down rules that certain of these documents may be burned after stated intervals have elapsed.

This record proposition has caused a lot of trouble to railroads in Texas. The documents could not merely be stored away, but had to be so kept that they could be accessible at any time to the Railroad Commission or its agents. Thus it has been necessary in many instances for the roads to construct large warehouses and put in forces of clerks to handle the records and make elaborate indexes which would enable them to produce papers quickly. The system has been conducted on a library basis. Warehouses have been outgrown and documents have kept piling up.

The railroads, however, even under the new system, still will have enough trouble on this score. The State Commission decrees that many records shall be preserved permanently. They are:

Annual reports to stockholders and minute books of Directors.
Special authorities for expenditures, ledgers, journals, and other records or memoranda, showing in detail all the items pertaining to expenditures for road and equipment and additions and betterments.
Records and memoranda pertaining to depreciation and replacement of equipment and other property
Historical records of equipment code and cipher books.
Register of vouchers or accounts payable and indexes thereto.
Duplicate or impression copies of all bills issued for collection.
Register of accounts receivable.
Records of cost or inventory value of equipment.
Contracts and agreements, deeds, and other title papers.
General and auxiliary cash books; trial balance sheets of general and auxiliary ledgers; general and auxiliary ledgers; general and auxiliary journals; journal vouchers.
File copies of annual, monthly, and special reports to thee Railroad Commission and supporting papers.
Records of capital stock certificates; capital stock ledger.
Canceled interest coupons, matured and canceled bonds, notes and temporary certificates taken up and canceled.

No records are to be destroyed except on written order of an executive officer of a road, and this order is to be preserved.

BROCKAWAY CAN'T REMEMBER

So Can't Say Who Attended Brick Meetings or What Was Done.

Edward B Brockaway, a Director of the Greater New York Brick Company and the head of the Brockaway Brick Company at Fishskill Landing, was the principal witness yesterday before Magistrate Freschi in the Tombs Court when the investigation into the Greater New York Brick Company's business methods was resumed.

Mr. Brockaway testified that he had devoted almost his entire life to the manufacture of brick and had assisted in the organization of the Greater New York Brick Company last July. He said that he had one share of stock in the company and that his company owned fifteen shares. His memory seemed poor when Mr. Ellison questioned him about meetings held before the formation of the Greater New York Brick Company. He said he believed he had attended four and after a great deal of questioning said he was present at one over which Senator Brackett presided but was unable to tell just what happened or who else was there.

"Was there a proposition laid before the manufacturers for the organization of a company to sell your brick!" asked Mr. Ellison.

"I believe there was but I did not take favorably to it."

"How many were present?"

"I cannot say for certain but there might have been fifty."

"Was Senator Rose or H. N. Wood there?"

"Senator Rose was not there but I don't know about Wood," replied the witness.

"Do you remember attending any meeting which was held relating to the output of brick by each dealer? I mean limiting the output!" asked Mr. Ellison.

"No I can't say that I did, I am not certain."

He admitted, however, that he had discussed the matter with other dealers in brick. The hearing will continue to-day.

RESOLUTIONS FOR W.T.STEAD

Suffragists Honor Editor Who Was Lost on the Titanic.

Resolutions on the death of William T. Stead, the English editor and publicist, who was lost on the Titanic, were adopted yesterday afternoon at a meeting of the Executive Committee of the National Woman Suffrage Association at 505 Fifth Avenue. They were as follows:

Whereas, In the death of William T. Stead the women of the whole world have lost a loyal friend, an earnest and devoted worker for the largest and fullest opportunities for women, be it

Resolved, That we, the undersigned officers of the National Woman Suffrage Association, hereby express our sorrow at thee loss of one who has not only worked but suffered for the enfranchisement of women.

The resolution is signed by Dr. Anna Howard Shaw, President; Miss Jessie Ashley, Harriet Burton Laidlaw, and Mary Ware Bennett.

Falls 500 Feet Into Aqueduct Shaft.

As he was stepping out of the hoisting bucket used in the Catskill water supply shaft at Sands and Bridge Streets, Brooklyn, last evening John Kopsko, 29 years old, a laborer, lost his balance, and fell to the bottom of the shaft, 500 feet below. He was instantly killed. He lived at 131 East Broadway, Manhattan.

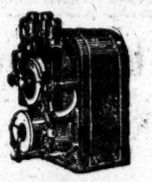
Notes of Foreign Affairs.

ROME, April 19.—The King and Queen today received the American delegates to the international conference on tuberculosis. They included Dr. L. Ferrand and A. Stella of New York, Dr. E. O. Otis of Boston, G. A. Webb of Colorado Springs, and W. H. Baldwin of Washington.

NAPLES, April 19.—Mgr. Giovanni Bonzano, the new Apostolic Delegate to the United States, sailed to-day for New York.

SEUL, April 19.—The Attorney General's department issues a statement declaring that eighty conspirators, most of whom it alleges to be native Presbyterians, are to be prosecuted for the first attempt made on the life of Count Terauchi, Governor General of Korea, in December, 1910. In connection with the second attempt on his life at the opening of the Yalu Bridge in November, 1911, over 500 conspirators were concerned, of whom 150 were arrested.

REMY



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INSANE, SHOOTS BABY, WIFE AND HIMSELF

Crazed Brooklyn Saloon Keeper Then Dives Out of Window, Breaking His Back.

WORRIED BY CHILD'S HEALTH

Kills Infant in Mother's Arms—Woman Will Recover, but Man Won't.

Benjamin Gaffney, a saloon keeper, 29 years old, living on the floor above his café at 586 Hicks Street, Brooklyn, suddenly became insane in his home during the noon hour yesterday, shot and killed his seven-weeks-old baby Thomas, tried to kill his wife, and then, after shooting himself, jumped out of the front window to the street. He and his wife were removed to the Long Island College Hospital. She will recover, but the physicians there expect his death at any moment.

From the Hamilton Avenue Police Station it was learned that Gaffney went upstairs from his café to eat his noonday meal. After he entered the dining room he called to his wife, who was in the parlor, to bring the baby out to the dining room. As soon as the mother and child appeared Gaffney, acting and looking like a madman, whipped out a revolver from his pocket and fired the first shot at his baby. The bullet struck the child in the head, killing him instantly.

Mrs. Gaffney had no chance to save the baby. Gaffney fired before she knew what he was going to do. He fired the second shot at his wife when she turned, terror-stricken, and was about to run out of the room. His aim was bad and the bullet grazed the left side of her head. It stunned her, however, and she fell to the floor.

Thinking that his wife was dead, Gaffney turned the revolver on himself and fired at his head. He was wounded, but not fatally. Throwing the revolver on the floor, he rushed to the window and dived head first through it to the sidewalk, striking the pavement on his back. An ambulance surgeon from the Long Island Hospital found that Gaffney's back was broken by the fall.

Neighbors believe that Gaffney became suddenly insane from worry over his baby. The child was his first, and for the last five weeks it has not been well. In the last few days his friends heard him talk more than ever about the child's condition. He seemed to think that the baby would not get well.

TO-MORROW'S BOOK REVIEW

Contents of the Review of Books Published with The New York Times April 21st.

Ducal Stories.
In Which the Author's "Grandes Passions" Are Cynically Exposed.

Latest Fiction.
Novels of the South, the North, and East and West.

About Writers.
Conventional Essays on the Poets and the Great "Proseurs."

G. W. E. R.'s Stories.
Yet Another Charming Volume of Anecdotes and Reminiscences.

Arthur C. Benson.
His Latest Book a Fantastic Interpretation of Immortality.

Lady Jane Grey.
The Story of Her Sisters and Their Wicked Grandfather.

BOOKS REVIEWED

MEMOIRS OF THE DUC DE LAUZUN. Translated from the French by E. Jules Meras. Sturgis & Walton Company. $1.50.

POETRY AND PROSE. Being Essays on Modern English Poetry. By Adolphus Alfred Jack. E. P. Dutton & Co.

ONE LOOK BACK. By the Right Hon. George W. E. Russell. Doubleday, Page & Co.

THE CHILD OF THE DAWN. By A. C. Benson. G. P. Putnam's Sons. $1.50.

MY ACTOR-HUSBAND. Anonymous. The John Lane Company. $1.30 net.

THE NEW HISTORY. By James Harvey Robinson. Macmillan. $1.50.

THE SISTERS OF LADY JANE GREY. By Richard Davey. Illustrated. E. P. Dutton & Co. $3 net.

THE GREY STOCKING AND OTHER PLAYS. By Maurice Baring. Houghton Mifflin Company.

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PIERCE ARROW 1911 "48"
Close Coupled, seating 5; has been run very little; is in perfect condition and is guaranteed. Just refinished. Battleship Gray; all metal nickeled; an exceedingly desirable car. Also one 1911 "48," 7-passenger, touring; same condition. Now being assembled after painting. Ready April 20
ELLIS MOTOR CAR CO.,
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The Largest Typewriter Sale in History
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have been sold to the Western Union Telegraph Company for use in all offices throughout its vast organization.

All Telegrams, Night and Day Letters, in the future will be typewritten on the Underwood.

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Underwood Typewriter Company
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Underwood Building, New York
"The Machine You Will Eventually Buy."

GIANTS START HOME SEASON WITH VICTORY

Cold Day and Titanic Disaster Affects Attendance at the Polo Grounds.

BROOKLYN DEFEATED, 6 TO 2

Mathewson Presented with Automobile, Police Commissioner Waldo Making the Presentation Speech.

THE SCORE.

New York	3	0	1	0	1	1	0	0	0—6
Brooklyn	0	1	1	0	0	0	0	0	0—2

NEW YORK.

	AB	R	H	BB	SO	PO	A	E
Devore, lf	4	1	1	0	0	1	0	0
Shafer, 2b	4	1	0	0	0	3	3	0
Snodgrass, cf	4	1	1	0	0	1	1	0
Murray, rf	4	0	2	0	0	0	2	0
Merkle, 1b	3	2	2	0	0	10	0	1
Herzog, 3b	4	1	2	0	0	4	1	1
Groh, ss	4	0	1	0	1	2	1	0
Meyers, c	3	0	1	0	0	6	1	0
Mathewson, p	3	0	1	0	0	0	4	1
Total	33	6	11	0	2	27	12	3

BROOKLYN.

	AB	R	H	BB	SO	PO	A	E
Moran, rf	4	0	1	1	0	2	0	0
Daubert, 1b	5	1	4	0	0	10	2	1
Smith, 3b	5	0	1	0	2	1	1	0
Northen, cf	4	1	3	0	1	3	0	0
Daley, lf	4	0	2	0	0	3	0	0
Downs, 2b	4	0	1	0	0	1	2	0
Stark, ss	4	0	0	0	1	1	3	2
Erwin, c	4	0	1	0	0	5	2	0
Rucker, p	0	0	0	0	0	0	4	0
Schardt, p	2	0	0	0	0	0	0	0
*Hummel	1	0	0	0	0	0	0	0
†Phelps	1	0	0	0	0	0	0	0
Total	38	2	13	1	4	24	14	3

*Batted for Rucker in the second inning.
†Batted for Schardt in the ninth inning.

Two-base hits—Devore, Herzog, 2; Snodgrass, Downs, Meyers. Home run—Merkle. Stolen bases—Shafer, Merkle. First base on errors—New York, 2; Brooklyn, 1. Left on bases—New York, 4; Brooklyn, 10. Struck out—By Rucker, 1; by Schardt, 1; by Mathewson, 4. Bases on balls—Off Mathewson, 1. Hit by pitchers—By Schardt, (Merkle.) Wild pitch—Rucker. Hits—Off Rucker, 2 in 1 inning, (at bat, 6;) off Schardt, 9 in 7 innings, (at bat, 27.) Umpires—Messrs. Rigler and Finneran. Time of game—One hour and thirty-three minutes.

A joyous victory over Brooklyn by a score of 6 to 2 delighted a crowd of 18,000 at the opening game of the season at the Polo Grounds yesterday, and gave the numerous friends of Christy Mathewson a chance to enthuse over the big pitcher's ability to twirl his team to victory. It was a big day for Matty. First, he was presented with an automobile, the gift of thousands of admiring fans, Police Commissioner Waldo making the presentation speech and an army of photographers recording the historic event on films.

Then Big Six, by way of appreciation, took the mound for the Giants and subdued the Trolley Dodgers by effective pitching, when Brooklyn seemed to have victory within reach. Brooklyn laced the ball more than the Giants, but it was when the Dodgers crouched on the bases that Matty let himself out and checked the impending onslaught.

The opening day crowd was not as large as usual. The postponement from Thursday and the sombre attitude of the public over the Titanic calamity served to dampen interest. All the pennants of the National League cities fluttering from the top of the Stadium were at half mast. The flag on the high pole in center field fell listlessly at half mast.

The crowd did not come early, as it usually does, and when the teams came out to warm up after 2 o'clock, only a few thousand people were present. The Giants got a warm welcome from the crowd, and there was a great floral horseshoe for Manager McGraw from his admirers. It was nearly 4 o'clock when Treasurer John Whalen of the club walked across the field with Police Commissioner Waldo. Matthewson's big automobile was whirled into the arena. Giants and Brooklyn players crowded around the machine while pictures were taken. Commissioner Waldo then turned it over to Mathewson, who squatted in the tonneau to see how comfortable it was. Then Mr. Waldo went to one of the upper boxes and tossed down a new white ball and the game began.

The Seventh Regiment Band played popular airs while the teams practiced, and there was much applause for little Dick Hennessey, the Giants' mascot, when he took the field and played at first base. Little Dick improves with age, and when he grows up, watch out for a good ball player. Charley Faust of Kansas sat in the grand stand and envied the players for all the attention they were receiving. Faust hasn't been fitted for his uniform, and so it looks as if his days with the Giants were over.

Manager McGraw celebrated the opening game on the home grounds by a rebellion against Field Umpire Finneran. In the fifth inning "Red" Murray tried to steal second base, and "Tex" Erwin whipped the ball to Smith, who tagged Murray. Finneran called the runner out and McGraw protested loudly. He ran across the diamond and argued with the official, who benched him. When the next inning started McGraw again went to the coaching lines, but was chased. He tarried too long gabbing, and Finneran ordered him off the meadow. The rabid fans were with the Giant manager and cheered him to his exile, and at the same time hissed Finneran to their hearts' content. The decision which caused the war of adjectives was close and could have been either way.

President Ebbets hoped to add to the club's discomfort on their opening day by sending Nap Rucker in to pitch. Rucker was far from his best condition, and he was driven from the box in the first inning. "Schlitz" Schardt of Milwaukee finishing the fray. Fred Merkle was mainly responsible for the undoing of the great Brooklyn southpaw by smacking a terific home run to deep centre field in the first round.

Mathewson owes some of his success yesterday to the strong right arm of Jack Murray, the Giants' right fielder. Murray made a couple of throws that were of glowing brilliancy. In the fifth inning, with two out and two Dodgers on the bases, Daley cracked a single to right field. Moran, at second base, started around toward home on a gallop. When within a few feet of the plate Murray shot the ball to Meyers on a line and the Indian tagged the Brooklyn player as he slid into the plate. And in the seventh inning Daubert, at first base, tried to race around to third on Northen's single to right. Again Murray made a beautiful throw from right field straight into Herzog's hands at third and Daubert was nailed easily. Murray was loudly cheered when he walked to the bench.

Matty's genius did not consist of preventing the Dodgers from hitting the ball. They hit it, and hit it hard and very often—so hard that at times it looked as if the Brooklyns were going to bat out a victory. With Dodgers lurking dangerously on the bases, when a slight safe tap would mean a score or two, Matty grasped the ball with a firmer clutch and held the Brooklyns at bay. At all other times he worked easily and placed the burden of the game on the players behind him.

Stark was a weak spot in the Brooklyn defense, his mistakes being detrimental to the prospects of the Brooklyn team. Devore hit the first ball that Rucker pitched to Stark, who made a mess of it and gave Joshua a life. The Dodger southpaw then unfurled a wild pitch and Josh went to second. Shafer was safe, when Jake Daubert mudded Stark's throw to first. Snodgrass fanned and then Murray added to the gaiety of the occasion by smashing a single to centre which sent Devore and Shafer home. Murray was caught stealing second.

Merkle's home run was one of the smartest drives ever seen on the Polo Grounds. He met the ball on the nose, driving a liner with terrific force to deep centrefield, the ball hopping to the fence, where it stopped short after putting a crack in one of the boards of the stockade.

Brooklyn got a run in the second inning, when Northen singled, went to third on Daley's safe rap, and scored when Downs's roller sneaked through Herzog's shoes. With one out in the third, Daubert was safe on a scratch infield hit, and went to second when Merkle made a wretched toss to Matty, who was covering first base on the play. Smith died when Herzog made a brilliant catch of a foul fly close to the lower boxes. Northen laid down a bunt, and Daubert scored on the play when Matty made a bad toss to first.

The Giants' fourth run materialised in the third inning, when, with two out, Merkle singled to left, made a pretty theft of second, and scored on Herzog's double to left. In the fifth inning, with one down, Snodgrass poled a two-base smash to left, and scored on Murray's single to left. Murray attempted to steal second, but would surely have been out had not Stark, who was covering the bag, dropped the ball after tagging the runner. Umpire Finneran waved him out, not seeing Stark spill the ball. Umpire Rigler had to set his partner wise on the bewailing conditions. As Finneran was the only one in 18,000 who did not see Stark drop the ball, the occasion was one of mirth. Then Murray tried to steal third. He made a pretty fallaway slide, but Finneran waved him out.

McGraw then gave his vivid imitation of a South American revolution. He charged across the diamond toward the umpire like the gallant Six Hundred charging to their death. Finneran looked at him with cool indifference and waved him to the bench. Before going McGraw shouted to Umpire Rigler, behind the plate, "Put a chain on him." McGraw intruded the coaching lines again, and stubbornly refused to leave when invited. Finneran then ordered him to the clubhouse. McGraw lifted his hat to the umpire and went his way. The crowd howled with glee. It didn't expect to see an anarchistic outbreak so early in the season.

Merkle was hit with the ball, but was caught napping off first. In the sixth inning Herzog made his second double, went to third after Northen caught Groh's long fly, and scored the Giants' last run on a two-base smash by Meyers.

NEWS FROM COOGAN'S HOLLOW.

Don't know what ticket Manager McGraw votes, but he surely is "agin" the Government.

Those big red tubs in front of the lower boxes are flower beds which Ground Keeper Murphy has planted. In a month they will be floral displays.

Willie Keeler was acting manager of the Dodgers in place of Bill Dahlen, who is serving three days' suspension for highway jabbery.

Before the game Willie said that Nap Rucker had a bad kink in his elbow. Bad kink, right.

No count of the vote for the 3:30 or 4 o'clock game was given out, but a good many fans were lamped ambling through the 3:30 chutes.

The historic 25-cent bleachers have been changed. They are now back of left field, and the section is surrounded by a high picket fence, which makes the section look like the cage which housed the Camorra prisoners in Italy during their recent trial.

They took moving pictures of the game. No home complete without them.

The National League pennant—the famous $100 calico—was not on view. There will be special dedicatory exercises for the muslin later in the season.

Left Fielder Daley of Brooklyn is a sleight-of-hand performer. In the fourth inning he nipped Meyer's fly right off the top of the dalsied while he lay flat on his manly chest. The circus'll get him yet.

Downs's two-bagger in the sixth almost found its way into the right field stand for a home run. It fell just outside the place where Frank Baker poled one on a certain day last Fall.

Larry Doyle is slightly lame and did not play. His efforts of the afternoon consisted of having a good hand shake with the Police Commissioner.

Frank Nohowel, the former Columbia player, has been released to the Scranton (Penn.) Club.

Charley Faust has been released to the Squirrels.

If Brooklyn would place that big steam shovel which is now busy at Ebbets Field in the Dodger infield it would help some.

Mrs. Tener Starts Phillies Game.

PHILADELPHIA, April 19.—The National League season here was opened this afternoon under adverse weather and ground conditions, which kept the attendance down. The first ball was thrown by Mrs. John K. Tener, wife of the Governor of Pennsylvania. The home team won the game by knocking Mattern off the rubber in the third inning. Manager Dooin of Philadelphia was confined to his home with an attack of intestinal trouble. He was brought here from New York to-day, and the physicians are hopeful that it will not be necessary to operate upon him. The score:

PHILADELPHIA.	AB	R	H	PO	A
Knabe, 2b	5	1	0	5	6
Titus, rf	3	2	2	0	0
Pask't, cf	5	2	2	2	1
C'vath, lf	5	1	1	1	0
Lud'us, 1b	4	1	3	11	1
Downey, 3b	3	1	0	0	1
Doolan, ss	4	0	0	3	3
Graham, c	3	1	2	5	0
Alex'r, p	3	0	1	0	3
Total	35	9	11	27	15

BOSTON.	AB	R	H	PO	A
Sw'ney, 2b	5	0	2	4	1
C'pbell, cf	5	2	1	1	0
Miller, rf	4	1	1	2	0
J'kson, lf	2	1	1	2	0
D'kson, p	2	0	1	0	2
Devlin, 1b	4	0	2	9	0
Spratt, ss	4	1	1	0	1
McD'ld, 3b	3	0	0	0	3
Kling, c	3	0	0	6	1
Matt'n, p	1	0	0	0	2
D'nelly, p	0	0	0	0	0
Kirke, lf	3	0	1	0	0
*Gowdy	1	0	0	0	0
Total	37	5	10	24	10

*Batted for Dickson in the ninth inning.

Errors—Spratt, McDonald, 2; Kling, Titus, Downey, Doolan.

Philadelphia	0	0	7	1	0	1	0	0	0	—9
Boston	1	0	0	2	0	0	2	0	0	—5

Two-base hits—Sweeney, Campbell, Titus, Paskert, Luderus, 2; Alexander. Home run—Spratt. Hits—Off Mattern, 6 hits and 13 times at bat in 2 1-3 innings; off Donnelly, 2 hits and 4 times at bat in 2-3 inning; off Dickson, 3 hits and 18 times at bat in 5 innings. Sacrifice hit—Alexander. Stolen bases—Titus, Cravath. Double play—Paskert and Knabe. Left on bases—Boston, 8; Philadelphia, 7. First on balls—Off Donnelly, 1; off Dickson, 3; off Alexander, 3. First base on errors—Boston, 3; Philadelphia, 2. Struck out—By Mattern, 1; by Donnelly, 1; by Dickson, 3; by Alexander, 4. Time of game—Two hours. Umpires—Messrs. Klem and Bush.

BASEBALL

Yesterday's Results.

NATIONAL LEAGUE.

New York, 6; Brooklyn, 2.
Philadelphia, 9; Boston, 5.
Cincinnati at Chicago—Rain.
St. Louis at Pittsburgh—
Wet grounds.

AMERICAN LEAGUE.

New York at Boston—Rain.
Washington, 6; Philadelphia, 0.
Cleveland at Detroit—Rain.
Chicago at St. Louis—Rain.

INTERNATIONAL LEAGUE.

Jersey City, 2; Toronto, 1.
Newark, 5; Buffalo, 4.
Baltimore, 12; Montreal, 2.
Rochester, 4; Providence, 1.

Standing of the Clubs.

NATIONAL LEAGUE.

	W.	L.	P.C.
Cincinnati	4	1	.800
St. Louis	4	2	.667
Philadelphia	4	2	.667
New York	4	3	.571
Boston	3	4	.429
Brooklyn	2	4	.333
Pittsburgh	2	4	.333
Chicago	1	4	.200

AMERICAN LEAGUE.

	W.	L.	P.C.
Boston	4	1	.800
Cleveland	4	2	.667
Philadelphia	3	2	.600
Washington	3	2	.600
Chicago	4	3	.571
Detroit	3	3	.500
St. Louis	2	5	.286
New York	0	5	.000

INTERNATIONAL LEAGUE.

	W.	L.	P.C.
Jersey City	1	0	1,000
Newark	1	0	1,000
Baltimore	1	0	1,000
Rochester	1	0	1,000
Toronto	0	1	.000
Buffalo	0	1	.000
Montreal	0	1	.000
Providence	0	1	.000

Where They Play To-day.

NATIONAL LEAGUE.

Brooklyn at New York.
Boston at Philadelphia.
Cincinnati at Chicago.
St. Louis at Pittsburgh.

AMERICAN LEAGUE.

New York at Boston.
Philadelphia at Washington.
Cleveland at Detroit.
Chicago at St. Louis.

INTERNATIONAL LEAGUE.

Toronto at Jersey City.
Buffalo at Newark.
Rochester at Providence.
Montreal at Baltimore.
(Two games.)

WALTER JOHNSON IN SHUTOUT FORM

World's Champions Bat Famous Washington Pitcher Safely Only Three Times.

WASHINGTON, April 19.—Cold weather and the Titanic disaster played havoc with the Washington Club's opening of the season here to-day. The former kept many of the fans at home, and the latter was responsible for the absence of many notables of social and Government circles. President Taft has always been at Washington's opening game at home and with him generally came Major Butt, diplomats, and leaders of the capital's social set.

Walter Johnson was in exceptionally brilliant form, and Washington had an easy time defeating the Athletics by the shutout score of 6 to 0. Only three hits were registered by the champions and eight batsmen perished on strikes. The locals hit Brown hard and timely, a double by Ainsmith in the fifth inning, which Strunk lost in the sun, scoring three runs. The errors of Baker at third were costly. His fumble of McBride's roller in the fifth inning should have made the third hand out, but instead four runs came over the plate before the final man was retired.

The champions were at no time dangerous, and in five of the nine innings they went out in the order of going to bat. The score:

WASHINGTON.	AB	R	H	PO	A
Moeller, lf	5	0	0	4	0
Foster, 3b	3	0	0	1	2
Milan, cf	3	0	1	1	0
Sch'fer, rf	4	1	2	2	0
Flynn, 1b	4	2	2	7	1
Knight, 2b	2	1	1	3	1
M'B'de, ss	4	2	2	1	3
A'smith, c	4	0	1	9	1
J'nson, p	4	0	2	1	2
Total	33	6	10	27	12

PHILADELPHIA.	AB	R	H	PO	A
Strunk, lf	4	0	1	1	0
Oldr'g, cf	4	0	0	2	0
Collins, 2b	3	0	1	1	2
Baker, 3b	3	0	0	4	0
Murphy, rf	4	0	0	1	0
M'Innis, 1b	4	0	0	11	0
Barry, ss	3	0	1	1	1
Egan, c	3	0	0	6	4
Brown, p	3	0	0	0	3
Total	31	0	3	24	10

Errors—Baker, 2; Foster.

Washington	0	1	0	1	4	0	0	0	—6
Philadelphia	0	0	0	0	0	0	0	0	—0

Two-base hits—Collins, Ainsmith. Sacrifice hit—Knight. Left on bases—Philadelphia, 5; Washington, 8. First base on balls—Off Brown, 5; off Johnson, 2. First base on errors—Philadelphia, 1; Washington, 2. Struck out—By Brown, 3; by Johnson, 8. Passed ball—Ainsworth. Wild pitch—Johnson. Time of game—One hour and fifty minutes—Umpires—Messrs. O'Loughlin and Westervelt.

INTERNATIONAL LEAGUE.

Eddie Zimmerman's Hit in Ninth Wins First Game for Newark.

Joe McGinnity and his band of Indians defeated the Buffalo Bisons under the leadership of George Stallings in the opening game of the International League in Newark yesterday. The game went ten innings and the score was 5 to 4.

A wallop to left field in the ninth by Eddie Zimmerman, last year's third baseman of the Brooklyn Club, gave the victory to the locals. There were three men on bases and two out at the time, but the hit would have sent in three runs were they needed.

A crowd of about 7,500 witnessed the game. Mayor Haussling pitched the first ball.

The visitors got to McGinnity for four runs in the third inning. They made them on a safe bunt, followed by four successive singles before the side was retired. The Newarks tied the score in the seventh. E. Zimmerman was safe on Mitchell's bad throw and Smith filed to Murray. Coulson, batting for McGinnity, was passed. Collins forced Zimmerman, but Beebe could not find the plate for Kirkpatrick and Bernard walked. Stroud singled to centre, scoring Collins and Coulson. Seymour ended the session by going out to McCabe.

In the tent Kirkpatrick walked and Bernard sacrificed. Stroud walked Seymour and Swacina was hit by a pitched ball. W. Zimmerman lined to Truesdale and Eddie Zimmerman then produced his hit.

Holmes relieved McGinnity and not a hit was made off him in the last three inning. The score:

NEWARK.	AB	R	H	PO	A
Collins, 2b	4	1	1	3	6
K'pat'k, ss	3	2	0	2	7
B'nard, rf	5	0	1	1	0
Seymour, cf	3	0	0	4	0
Swacina, 1b	4	0	1	8	2
W Z'm'n, lf	4	1	1	2	0
E.Z'm'n, 3b	5	0	1	2	2
Smith, c	4	0	0	8	2
M'G'ty, p	2	0	1	0	5
*Coulson	0	1	0	0	0
Holmes, p	1	0	0	1	0
Total	38	5	6	30	19

BUFFALO.	AB	R	H	PO	A
Schirm, lf	4	1	1	2	0
T'tle, 2b	5	1	1	3	1
Murray, cf	5	1	1	3	0
Beck, 1b	4	1	1	10	1
McC'be, rf	4	0	1	1	0
Bues, 3b	3	0	0	1	2
Stock, ss	2	0	0	2	3
Mitchell, c	4	0	1	7	1
Beebe, p	3	0	0	0	4
†Jones	1	0	0	0	0
Stroud, p	0	0	0	0	1
Total	34	4	7	29	13

*Batted for McGinnity in seventh inning.
†Batted for Beebe in ninth inning.

Two out when winning run was made.

Errors—Kirkpatrick (2,) McGinnity, Beck, Stock, Mitchell.

Newark	0	1	0	0	0	1	2	0	0	1—5
Buffalo	0	0	4	0	0	0	0	0	0	0—4

Sacrifice hits—Bernard, Bues. Stolen bases—W. Zimmerman. Two-base hit — Murray. Bases on balls—Off McGinnity, 5; off Holmes, 1; off Beebe, 5; off Stroud, 2. Struck out—By McGinnity, 2; by Holmes, 1; by Beebe, 6. Hit by pitched ball—By Beebe (Bernard;) by Stroud (Swacina.) Hits—Off McGinnity, 7 in seven innings; off Holmes, 0 in three innings; off Beebe, 5 in eight innings; off Stroud, 1 in one and two-thirds innings. First base on errors—Newark, 2; Buffalo, 1. Left on bases—Newark, 11; Buffalo, 7. Double play—McGinnity, Kirkpatrick, and Swacina. Time of game—Two hours. Umpires—Messrs. Kelly and Howell.

Skeeters Start with Victory.

Jersey City celebrated the opening of the International League season by defeating Toronto at Jersey City yesterday afternoon, 2 to 1. President Edward Barrow of the International League attended the game. Mayor Wittpenn of Jersey City opened the season by pitching the first ball from the pitcher's box to Amby McConnell, the first Toronto batsman. The other opening day ceremonies consisted of a march across the field by the players of both teams, flag raising, and band music.

Both McHale and Mueller pitched good ball, each allowing six hits. Mueller was a bit unsteady, however, and issued five passes, two of these to Barrows resulting in Jersey City's two runs. Toronto's only run was a home run drive by Shaw to centre field in the first inning. Mayor Wittpenn figured in the role of a hero in the first inning, when a thrown match set fire to some of the decorations. The Mayor vaulted over the box, tore down the burning flag, and extinguished the blaze. The score:

JERSEY CITY	AB	R	H	PO	A
Breen, 2b	4	0	1	3	2
Agler, 1b	4	0	0	10	0
Bar'ws, cf	2	2	1	2	0
Dein'g'r, lf	4	0	1	3	0
Wh'ler, rf	4	0	1	0	0
Janvrin, 3b	3	0	1	3	2
Roach, ss	3	0	0	3	4
Wells, c	1	0	0	7	1
McHale, p	4	0	0	0	3
Total	29	2	6	29	12

TORONTO.	AB	R	H	PO	A
M'Con'l, 2b	3	0	0	2	2
Shaw, cf	4	1	2	2	0
Dalton, rf	3	0	0	1	0
Jordan, lb	3	0	0	15	0
Bradley, 3b	3	0	1	1	6
Meyer, lf	4	0	2	0	0
Holly, ss	4	0	0	2	4
Fischer, c	3	0	0	5	2
Mueller, p	3	0	0	0	2
Total	30	1	6	24	12

*Meyer out for interference.

Errors—Dalton, Jordan.

Jersey City	1	0	0	0	0	1	0	0	x—2
Toronto	1	0	0	0	0	0	0	0	0—1

First base on error—Jersey City. Two-base hits—Breen, Shaw, Meyer. Home run—Shaw. Sacrifice hits—Roach, Bradley. Stolen bases—Barrows, Janvin, Roach, McConnell, Holly. Left on bases—Jersey City, 10; Toronto, 4. Double plays—Wells and Janvrin; McHale, Janvrin, and Breen. Bases on balls—Off McHale 2; off Mueller, 5. Struck out—By McHale, 6; by Mueller, 5. Hit by pitchers—By McHale, (Jordan;) by Mueller, (Wells.) Balk—McHale. Umpires—Messrs. Guthrie and Doyle. Time of game—Two hours.

At Providence.

	R.	H.	E.
Rochester	3	0	0	1	0	0	0	0	0—4	5	1
Providence	0	0	0	0	0	1	0	0	0—1	4	3

Batteries—Holmes and Blair; Stein and Schmidt.

At Baltimore.

	R.	H.	E.
Montreal	1	0	0	0	0	0	0	1	0—	2	7	1
Baltimore	6	0	0	0	5	1	0	0	x—12	17	0

Batteries—Barberich, Parsons, Sitton, and Roth; Frock, Smith and Payne.

New England League.

At Worcester—Worcester, 4; Haverhill, 3.
At New Bedford—Fall River, 2; New Bedford, 1.
Other games postponed; rain.

American Association.

At Indianapolis—Indianapolis, 7; Kansas City, 1.
At Columbus—Columbus, 5; St. Paul, 2.
At Toledo—Toledo, 5; Minneapolis, 3.
At Louisville—Milwaukee, 9; Louisville, 2.

Southern League.

At Mobile—Mobile, 3; Montgomery, 0.
At Nashville—Chattanooga, 5; Nashville, 2.
At New Orleans—New Orleans, 2; Birmingham, 1.
Atlanta at Memphis—Rain.

Ball Game for Titanic Survivors.

President Frank Farrell of the Yankees and President John T. Brush of the Giants have consented to have their teams play an exhibition game at the Polo Grounds to-morrow afternoon at 3 o'clock for the benefit of the destitute survivors of the Titanic. President Ebbets of Brooklyn is also willing to aid in the worthy cause, and it is likely that some of the Brooklyn players will take part in the benefit.

HARVARD WINS EASILY.

Clark's Homer with Bases Loaded Puts Columbia on Losing End.

With but little difficulty Harvard's baseball team defeated Columbia's nine on South Field yesterday afternoon by a score of 8 to 5. The visitors clinched the contest when Clark drove the ball to left field in the eighth inning, with the bases full. Scoring two runs in the last inning, the Columbians made a game fight to come back, but could not overcome the Crimson lead. Both sides played poor ball, with very little good work appearing during the game. The Harvard men hit when hits counted heavily, while the Columbians were unable to meet their opportunities, Felton holding them to three scattered safeties.

Accidents played a large part in the game, two Columbians being forced to quit, and Ulrich, their pitcher, was so badly spiked in the third that he tossed the ball with great difficulty during the remainder of the game. Ferguson of the Blue and White nine was momentarily stunned when he was struck by a ball from Felton. His injury was dressed, and did not prove serious. The score:

HARVARD.	AB	R	H	PO	A
W'gate, 3b	4	1	0	1	1
Desha, ss	3	0	0	2	2
Coons, ss	0	0	0	1	0
Babson, lf	3	2	2	1	1
Potter, 2b	4	3	1	2	3
Clark, 1b	3	1	1	8	2
R'nolds, rf	3	0	0	1	1
W'g'w'h, cf	3	0	0	0	0
Reeves, c	3	1	1	12	0
Felton, p	4	0	1	0	3
Haas, cf	0	0	0	0	0
Total	30	8	6	27	13

COLUMBIA.	AB	R	H	PO	A
F'g'son, cf	1	0	0	1	0
Schade, cf	1	2	0	2	2
Shaw, ss	2	0	1	0	4
Kiendl, 1b	5	0	0	8	0
Lom'll, rf	4	0	2	0	0
W'liams, c	3	2	0	8	4
Casuso, 2b	4	0	0	5	1
Sanders, lf	2	0	0	1	0
F'bairn, lf	1	0	0	0	0
F'd'ch, 3b	2	1	0	2	7
Ulrich, p	2	0	0	0	2
*O'Neale	1	0	0	0	0
Total	29	5	3	27	20

*O'Neale batted for Ulrich in ninth inning.

Errors—Desha, Coons, Reeves, Felton, Schade, Casuso, Friederich, Ulrich.

Harvard	0	1	0	0	0	0	2	5	0—8
Columbia	0	1	1	0	0	1	0	0	2—5

Two-base hits—Lommell, Reeves, Shaw. Home run—Clark. Sacrifice hits—Reeves, Shaw. Struck out—By Felton, 10; by Ulrich, 4. Bases on balls—Off Felton, 10; off Ulrich, 4. Hit by pitcher—By Felton, (Ferguson;) by Ulrich, (Wigglesworth.) Stolen bases—Williams, (2) Potter, Wigglesworth, Shaw. Double plays—Schede, Friederich, and Casuso; Friederich and Casuso; Reynolds and Reeves. Left on bases—Columbia, 6; Harvard, 1.—First base on errors—Columbia, 4; Harvard, 4. Umpire—R. Bedford. Time of game—Two hours and fifteen minutes. Attendance—1,000.

Yale Wins in Ninth Inning.

Special to The New York Times.

NEW HAVEN, Conn., April 19.—Yale won to-day's game with University of Vermont in the ninth inning, 2 to 1. Malcolm, the visiting pitcher, held Yale to a single hit, made by Jim Reilly of Brockton, who scored Merritt with the winning run. McGhie, substitute batter, had drawn a pass, and scored on a passed ball, and Merritt had also been passed. Williams scored Vermont's only run in the fifth on two poor throws by Tilney, a single by Mayforth, and a sacrifice out. Malcolm's approach to pitching a no-hit game startled the crowd. Yale was weakened by the absence of Catcher Burdette. Tilney's poor throwing to bases almost causing several upsets. The score:

YALE.	AB	R	H	PO	A
Gross, cf	2	0	0	3	0
Merritt, 3b	3	1	0	1	2
Reilly, lf	3	0	1	3	0
Bert'n, 2b	3	0	0	0	1
Riddell, 1b	3	0	0	12	1
Cornish, rf	3	0	0	0	0
Blos'm, ss	2	0	0	3	3
Tilney, c	2	0	0	3	1
T'mbley, c	0	0	0	0	0
H'twell, p	1	0	0	0	5
*McGhie	0	0	1	0	0
Total	22	2	1	26	12

VERMONT.	AB	R	H	PO	A
Dowd, ss	3	0	0	2	2
F'herty, lf	3	0	1	1	0
M'D'ld, cf	2	0	0	0	0
Holst'n, 2b	4	0	1	3	0
Fraser, 2b	4	0	0	2	0
Wil'ms, 3b	4	1	0	0	1
Dutton, rf	3	0	0	0	0
May'th, c	3	0	1	7	8
Malcolm, p	3	0	0	0	3
Total	29	1	3	25	15

*McGhie batted for Hartwell in ninth inning.

†Dutton out, hit by batted ball.
‡Winning run made with one out.

Errors—Merritt, Tilney, 3; Dowd, Mayforth.

	R.	H.	E.
Yale	0	0	0	0	0	0	0	0	2—2			
Vermont	0	0	0	0	0	0	1	0	0—1	3	2	1

Bases on balls—

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THE CAPTAIN'S RESPONSIBILITY.

Upon the necessity of supplying every Atlantic liner with a number of lifeboats ample for the accommodation of the whole ship's company too much emphasis can hardly be placed. There was plenty of room on the Titanic; if not, room could have been found by abridging the space devoted to perfectly superfluous luxuries, the swimming pool, the squash court, and the gymnasium, for instance. But some of the Titanic's boats got away from the sinking ship half empty, or with only a few persons aboard. The second officer testified yesterday that he put four passengers and two of the crew in the first boat. With the boats filled many of those now dead might have been saved. The time was short, discipline failed, there was much confusion. If there had been twice as many boats, thirty or forty instead of sixteen, what would they have availed?

Safety aboard the Atlantic steamships, we repeat, is not a question of lifeboats or of the practicable stanchness of the ship. Forty boats would no, in all probability, have saved all the passengers if in the conditions that prevailed boats took the sea half filled; and no ship ever built could have survived the dreadful trouble that so soon sank the great Titanic.

Once more we must insist that there is no safety among the icebergs. The course of the liners must be laid south and away from the track of the bergs if the steamship companies really intend and desire to make safe delivery of their passengers at ports of destination. That is the contract of which passage money is the consideration. We are aware that the companies make this contract "subject to conditions." But icebergs are a condition that it is always in their power to control by avoidance. Not more lifeboats, not stouter ships, but the more southerly route will insure safe passage. There is nothing else.

The detailed story of the wreck as told by the survivors confirms, although further confirmation was not necessary, the opinion we expressed Wednesday morning that the responsibility of the disaster rests upon the commander of the Titanic. Several correspondents have protested that Capt. SMITH cannot in justice be held responsible since his superior officer, the Managing Director of the company, was on board. They should know that a ship's Captain, when at sea, has no superior. He is supreme. If Mr. BRUCE ISMAY had attempted to give orders to Capt. SMITH or had obstreperously interfered with the discipline on board he might, and should, have been put in irons like any other passenger or mutinous member of the crew. We know now what was all sufficiently evident before, that the Titanic was traversing the ice field at high speed. Second Officer LIGHTHOLDER testified that her speed was 21 or 21½ knots an hour. Ice was in plain sight, floating ice and bergs. Not only that, but Capt. SMITH had received by wireless messages at least three warnings that icebergs were in his path, from the Touraine, from the Amerika, and from the Mesaba. He had acknowledged with thanks the Mesaba's warning that dead ahead of him lay "much heavy packed ice and great numbers of bergs." Yet straight into the jaws of destruction he steamed at high speed. Capt. SMITH was not on the bridge at the moment of impact; he had not been there for two hours. Yet he had warned the Second Officer about ice. Any Captain knows what the ice danger is.

The company is by no means to be absolved. Undoubtedly the Captain was aware of a desire on the company's part for a quick voyage. It would please the passengers, and bring trade to the line. But no orders from the company compel, and its desires should not persuade, a Captain to steam through a field of icebergs at 21 knots an hour. The responsibility of the wreck rests upon the Titanic's Captain directly, and secondarily upon the owners.

Nobody supposes that this steamship company, any more than any other, wantonly and in a spirit of recklessness has sent its ships through the perilous ice region. They have all sinned because of ambition and rivalry. It is with the intent of convincing them that they must sin no more, that they must take the safer southerly route, that we have been at pains to point out that the Titanic was not lost through accident, but by crime, by a criminal disregard of the commonest dictates of caution and prudence. We think they will heed the lesson. If not, they must be made to heed it.

FAITHFUL UNTO DEATH.

To those whose privilege it was to know them, the manner in which Mr. ISIDOR STRAUS and his wife met their fate on the Titanic seems the natural outcome of their simple and loyal natures. To the general public it is a renewed and inspiring instance of the heroism innate in the souls of good men and women. It is the more impressive because it is not an isolated instance. It is but one of a number that have been recounted, and surely but one of a greater number that must have occurred.

The husband, ripe in years, with the consciousness of an honorable and useful career, but with the consciousness also of tender family ties remaining and of rich opportunities for helpful work still undone, calmly accepting the "rule of the sea," and urging his wife to take the last chance of rescue; the wife, obeying the impulse of long years of fidelity and of that affection that unifies two souls, as calmly and as resolutely refusing to leave the husband—this is a page in that awful tragedy which redeems its gloom. As we have said, it is typical; there is deep comfort in knowing that it is so, and that the complex, distracting, and often demoralizing tendencies of modern civilization leave the primal sweetness, soundness, and goodness of human nature to such degree unimpaired.

BRAVE, EFFICIENT, AND MODEST.

The realism of the fiction of the school of action pales before the story told to THE TIMES by HAROLD BRIDE, the survivor of the Titanic's wireless operators. His colleague PHILLIPS died at his post in a manner which makes this generation of seafarers his debtors, and which loses nothing by BRIDE'S telling in the manner of the men of action with whom the men of imagination suffer by comparison. Neither novelist nor dramatist of the modern school has penned a greater scene than that in which the actors were hardly more than boys, struggling with the responsibilities of grown men, and demeaning themselves like heroes. "He was a brave man; I learned to love him that night," said BRIDE simply, and his words will touch the hearts of millions.

The ship was sinking beneath their feet, and hundreds were thinking of themselves. PHILLIPS did not take his fingers from his key, not even when BRIDE was striking down the stalwart man of the crew who was robbing the lad of his life buoy, strapped on him, while he was sacrificing himself for others. He sat at his instrument while the Captain was giving the order, "Every man for himself." The deck was awash, and PHILLIPS was sending after he had been released officially. The water was coming into the cabin, and he continued sending. He did leave his instrument, but it was after he could do nothing more for others, and too late to do anything for himself. BRIDE saw him again on a life raft, and he was dead.

We miss our guess if the outline does not make every one who sees it want to read it in full, and in the words of the man who mentions casually that he was a cripple, and in pain, when he was going about such duties, and who, after experiences which might have wrecked nerves of iron, was steady enough to relieve the overworked operator of the Carpathia. COTTAM was worthy of his company. It was a mere chance that he caught the signals which saved 700 lives. It was not his "trick," and he was off duty when he thought he would see what news was floating through the air. He never will "take" a more thrilling message than the one which told that the lives of thousands hung on the Carpathia's taking courageously the risks which had wrecked the Titanic. What Captain SMITH had done lightly, in vanity or in loyalty to his employers' interests, Captain ROSTRON did deliberately in the cause of humanity.

THE DRIFT OF THE TESTIMONY.

By the latest calculation, based on a fair comparison of the statements of the survivors, the Titanic struck the iceberg at about 11:40 o'clock (ship's time) last Sunday night, and remained afloat about two hours and forty minutes. That time might have been too short, perhaps, to muster all the people on board in orderly fashion, get them into boats, and the boats safely away from the wreck, if there had been boats enough, or nearly enough, to save everybody. The testimony of various survivors indicates that among the first-cabin passengers there was little or no alarm at first. BRIDE, the second Marconi operator, whose wonderfully graphic story of the wreck appeared in yesterday's TIMES, says that he and his brave, ill-fated principal, PHILLIPS, were in a jocular mood as the earlier calls for help were sent out. They regarded this proceeding as merely formal. The company's often-repeated assurance that the Titanic was "unsinkable" served to keep the first-class passengers calm.

Such disorderly conduct as there was, and there was enough to cause bloodshed, occurred among the steerage passengers. Some of the men were determined to save their own precious lives, in spite of the orders to let the women and children go first. Officers, with the help of some of the men passengers, tried to hold them back. The ship was so large that the noise of a scuffle in any one part of it did not reach the ears of passengers in other parts. Some of the survivors who were not eye-witnesses to any disorderly scenes, however, declare that they heard pistol shots. The heroism displayed on board in the brief interval between the hurried loading of the lifeboats and the sinking of the wreck was splendid, strengthening one's faith in humanity, attesting the willingness of men of action, with everything to live for, to die for duty's sake. But there would inevitably be men lacking courage among so many of so varied origin and training. Of the 745 passengers saved, 210 were members of the crew, an enormously unfair proportion, proving conclusively that there were cowards in the ship's company.

To offset this, there is the authentic story of one of the stewards who was asked by one of the women passengers why he did not tie a life preserver on his body. "I'm afraid there will not be enough to go round," he simply replied. There is proof of courage and devotion to duty in that answer which brings tears to the eyes. Many of the passengers, testify to the courage and gentleness of the crew. The ill-behaved members did not come under their notice.

That the band was still playing as the lifeboats, or some of them, were rowed away from the ship seems to be an assured fact. BRIDE testifies that he heard the music as he jumped from the ship. The band hardly played, however, until the moment the ship sank, as she broke in the middle before that. There are the inevitable discrepancies of all collections of statements by eye-witnesses in the story touching the band and the music it played; in the uncertain record of the impressions received from the shock of the collision, which to the first-cabin passengers seemed very slight, though it must have created a panic in the steerage; and in the accounts of the lighting of the ship after the disaster. The dynamos must have given out very soon after the collision. There is testimony that the extra lights, provided by storage batteries, were then turned on. To some of the survivors in the lifeboats the Titanic seemed to be brilliantly illuminated until almost the last moment. Others saw no lights at all. This is accounted for easily by the position of the boats in relation to the wreck. Those whose occupants saw only the stern or the bow were out of the range of the lights.

When all the testimony thus far received is carefully weighed, and due allowance made for the hysterical condition of some of the survivors, the resultant impression is that there was much confusion on board, that orders were imperfectly communicated and badly carried out, that many more persons might have been saved, even with the limited number of lifeboats. If 200 more had been put in those boats, and it seems that the number of survivors might have been increased to that extent with safety, not a woman would have been drowned, and such men as ASTOR, BUTT, STEAD, STRAUS, MILLET, MOORE, and WIDENER might have been spared to live out the term of their natural lives. But they all died nobly, and from what we have learned of the actions after the collision of men like these on the stricken vessel we are confident that not one would have cared to live an hour longer at the cost of a woman's life. They will be forever renowned as brave, generous men who died nobly.

TO THE STAFF OF THE TIMES.

In behalf of itself and of the readers it serves THE TIMES desires in this public manner to make acknowledgment of the extraordinary merit and quality of the work of its staff during the last four days in finding out and telling the story of the Titanic disaster. They have labored with ceaseless industry, with a zeal that never flagged, and with an ambition to achieve conspicuous newspaper success. They have done more.

They have put brains and the highest skill into their work, doing everything that experience could suggest or knowledge devise to ascertain and present the facts. They seem to have left no source of information unsounded, and they have from day to day told the story with fullness and exemplary accuracy, and the news has been presented in the columns of THE TIMES in a manner to meet and satisfy the needs both of hasty scanning and of more deliberate perusal. It was a great test, and greatly met. We have abundant evidence that this community has been appreciative of the excellence of THE TIMES'S service. Furthermore, we have cause for satisfaction in knowing that none of the many "fakes" and inventions that have had currency since Monday morning found a place in the pages of THE TIMES.

In these labors the members of the staff have attained to the highest achievement in newspaper history. Nothing in the records of journalism from the beginning surpasses or equals it. Some parts of the story are of a quality that would give them place in an Iliad of the Titanic wreck. It has been a supreme work, and it is a duty, as certainly it is a pleasure, to give credit where credit is due.

CRABLIKE PROGRESS.

Senator POINDEXTER charges the Inter-State Commerce Committee with opposition to progress because it is the morgue of anti-trust legislation. Absenteeism is flagrant, and the Senator wants the committee to be allowed to do business without a quorum. Senator CLARKE'S idea is that bills might be reported by a majority of a majority, or by five members of a committee of sixteen, and the committee itself so ordered. The minority are to be allowed to act because the majority think it better to do no business. This would be more convincing were it not for the experience which teaches that legislation in this manner is cause for repentance. The anti-trust law which the Senator is so eager to amend was highly Progressive when passed, so much so that reaction is necessary to relieve the Nation from the ill effects of its promised benefactions. Never has the world witnessed such prosperity for both capital and labor as that which was organized by the business world in accordance with economic laws, and in defiance of the law of Congress as it was at first understood. Seldom do men experience such a check as that put upon this activity by the efforts of those who promised better things and produced worse. Only in the proportions of the bitter experience is there any novelty.

Repeatedly it has been demonstrated that prosperity cannot be legislated, but must be produced by the efforts of those seeking to better themselves. Whoever surveys the mass of recent legislation must be struck by the fact that it is not designed to produce profits but to lessen or redistribute profits. If profits were wicked, the good work should be allowed to proceed without protest. But profits are the measure of service, and the prevention of profits in fair trade is the prevention of public service. If this is a test of Progressiveness it can hope for but a limited and brief success. The Nation will rise against it unless it assumes another form than the prevention of enterprise and the reduction of wage payments through the promotion of unemployment. These may not be the results aimed at, and the Progressives may lament them. But they are the observed results, and they are liked less the more they are observed.

TOPICS OF THE TIMES.

The World's Debt to Marconi.

If GUGLIELMO MARCONI were not one of the most modest of men, as well as of great men, we would have heard something, possibly much, from him as to the emotions he must have felt when he went down to the Cunard wharf, Thursday night, and saw coming off the Carpathia, hundred after hundred, the survivors of the Titanic, every one of whom owed life itself to his knowledge as a scientist and his genius as an inventor.

Nothing of that emotion has been heard, or will be—from Mr. MARCONI. The rest of us, however, can imagine and give expression to it. For, quite literally and as obviously, there is hardly a chance that one member of the Titanic's great company would be alive to-day had there been no wireless telegraphy. That is not a sea in which small boats can be kept long afloat, and short indeed would have been the journey of those boats, deeply laden, and wholly without the supplies of food and fresh water which under the law should have been in each before resort to them became necessary.

And wireless telegraphy, as such high authorities as Prof. PUPIN and Mr. EDISON have recently said, is the personal achievement of Mr. MARCONI in a sense and to a degree that few other such achievements are the work of a single man. Mr. MARCONI himself, in discussing his invention, is wont to say much about HERTZ and other experimenters in the same field, but those best qualified to judge of what he did accuse him of giving credit where credit is due only by an excess of scruple, and insist that, worthy of respect as are the names he mentions, he stands alone as the originator of etherial communication.

What this has done for all who cross the sea, for those who go safely as well as those who by its aid escape from deadly perils, is now fairly well appreciated by all who have given the subject any attention. Of course wireless telegraphy does much more than decrease ocean dangers. As a convenience and as a utility it stands high among all the inventions made by man, and it is plain enough that the possibilities of it have as yet been little more than glimpsed.

Why No Two Stories Are Alike.

In reading the many accounts of what happened before, when, and after the Titanic went down, one comes upon many statements directly contradicting one another. One survivor says that perfect discipline prevailed, that the law of "women first" was respected by all the men, that everybody was cool and brave. Another tells of brutality and cowardice, of men taking the places of women and children, and of the use of revolvers and clubs to prevent panic rushes for the boats. One declares that within a few minutes after the berg was struck all lights except those of a few lanterns went out, another that until the ship disappeared beneath the water she was brilliantly illuminated.

These examples might be duplicated many times from the various narratives. In judging the discrepant statements it must be remembered, first, that nobody saw all, or more than a little, of what went on along those numerous and enormous decks, and, second, that negative testimony, when confronted with positive, is almost valueless. Equal intention to tell the truth must be credited to all these witnesses, that is, except those who have something shameful in their own conduct to conceal or to be provided with a colorable excuse.

It can be taken as certain, for instance, that the lights did burn almost to the very end; the contrary opinion is held only by those who were among the first to quit the ship and by chance were rowed to positions directly ahead or directly astern, whence few or none of the lights could be seen. Allowance must be made, also, for mistaken deductions from accurate observations, and for the fact that by this time many of these distracted people are unable to discriminate with accuracy between what they saw and what they heard or imagined.

If all of them gave exactly the same account of everything that occurred or of anything that occurred, for that matter—one might reasonably assume the existence of a deliberate and wholesale fabrication of falsities. Close agreement as to numerous and complex phenomena is possible only for highly trained observers and is not frequent even with them. The discrepancies and contradictions, therefore, are evidences of veracity, not of its opposite. This is the lesson of all experience, and the "new psychology" confirms and explains it.

Agreement Should Be Reached.

Something of unnecessary harshness marks the criticism by the wireless telegrapher on the Carpathia of his professional brothers on the Government boats. He declares them grossly incompetent and intolerably slow. As a matter of fact, they are probably as expert as himself, and very likely more so.

The cause of the trouble—or at least of this part of it—seems to have been that the Carpathia's man used what he calls Continental Morse, and knew no other, while the operators of the scout boats were accustomed to American Morse, and while not wholy ignorant of the Continental, were not sufficiently familiar with it either to understand or send it well. The two systems differ in that Continental Morse contains no "spaced letters"—none, that is, in which the long and short impulses are unequally separated, while American Morse has a number of such symbols.

Opinions differ as to the relative merits of the two alphabets, but the weight of authority is against the American Morse on the ground of its greater liability to errors of understanding, which is a defect of especial importance in a form of telegraphy that must be so often conducted in circumstances of great difficulty. However this may be, it is perfectly evident that one or the other of the two systems should be selected for the use of all nations. The desirability—the necessity—for uniformity is beyond question and is strikingly illustrated by this international episode, the consequences of which might have been very serious.

Probably Only Air "Exploded."

That the sinking of the Titanic was hastened by the explosion of one or more of her boilers, though asserted by several of the survivors, is so improbable that it can be denied with some approach to confidence. There was time to draw the fires, and to do that would have been the first thought of the engineers.

Yet it very well may be that explosive sounds were heard and what seemed to be the results of explosions seen. When a ship sinks somewhat rapidly, great pressure of confined air is often brought to bear within her hull, and not very infrequently this pressure is strong enough to shatter her decks with a good deal of violence.

That, the chances are, is what happened within the huge spaces of the Titanic. There is no report of great clouds of steam, and they were to have been expected had a boiler exploded.

SAFETY DECKS ON SHIPS.

Suggestion for Watertight Divisions from an Expert.

To the Editor of The New York Times:

For a passenger steamer to have watertight compartments and mechanism expected to close them in an instant is far from enough for safety.

All compartments should be closed already and always, and they should be so placed that the deeper she sinks the more surely does she float.

This cannot be done except by mezzanine decks from two to four feet in height, underlying every deck above the water line, and running from bow to stern wherever machinery, &c., permits. And each of these should be much subdivided. Each subdivision should be taken up in part with water-excluding vessels of yielding substance which no distortion of the hull could ever make leaky. The height of these mezzanine decks should increase as one goes up.

So far from adding weight, this plan would—strength for strength—make for lightness. It is chiefly through pry or leverage that strain works mischief. It is equally through pry that support becomes effective. The principle of the hollow gives strength with lightness. That is why the quill is hollow, why the bamboo and other reeds are hollow, why the bones of animals even are hollow. Two skins are not enough for safety. Plates ought to be hollow, and half a yard from outside to in, and every beam and knee and carline ought to be hollow.

Certainly mezzanine compartments would, deck for deck, bring the ship higher out of water and expose her more to the gale. But the present decks are far too high between—particularly since artificial ventilation is at hand and ought always to be had. Some of the new upper decks are just for luxury. They are good for the sick, good also for the effeminate. They ought to be suppressed where they stand in the way of safety. As for comfort and convenience, climbing by lift is not a hardship.

Not much will be done for safety till it is done by treaty between the two or three Powers chiefly interested. Probably each ocean company would welcome sumptuary law to some extent, as well as heavy fines for short cuts across; each doubtless wishes for better things, but each needs compulsory provisions for protection against competitors.

It is the architect that sinks a vessel. Every sailor knows that the water itself stands ready, yea pressing, to put a broad palm under and buoy up in merry fashion. No man ought to build a passenger ship till he has been for years at sea. The knowledge got from books is, with most of us, far from being wisdom.

After the next great tragedy—probably on the North River or the East River—relatives will be wondering why that lofty space in the ferryboat cabins was not put to some sane use. MARSTON NILES,
Lieut. Commander, U. S. N., (Retired.)
Topsham, Me., April 17, 1912.

If Titanic Had Arrived.

To the Editor of The New York Times:

Coincident with the contemplation of the different appalling aspects of the Titanic disaster and what might have been the happy outcome if this had been done and that had been left undone, comes the consideration of the remedial phases and preventive measures for immediate adoption, as evidenced by the activity in Congress, and this is at it should be. But the pertinent question presents itself, What would have been the comment of the press and the vox populi if the Titanic had reached port safely and was now docked where she belonged? Would not all have united in eulogising the achievement of ship, commander, and owners? Would there have been any disparaging remarks made? I think not.

What, then, would have awakened the public conscience to the imperative necessity of having sufficient lifeboats aboard each liner to accommodate all on board? What would have impelled the different companies to issue mandates that all liners take the safer southerly course? Who shall say?

A. MONCRIEFF SIM.
New York, April 18, 1912.

Separate Engines for Wireless.

To the Editor of The New York Times:

Taking note of the press reports regarding the workings of the wireless apparatus on the Titanic and the steamer Bruce, it would seem that in both cases the apparatus was absolutely dependent on the engine room power for efficiency.

Though not versed in these matters, we would think it important that a wireless system on board ship should have a secondary source of power, perhaps a gasoline-electric engine well up in the ship, where it would be effective even after the engine and boiler rooms were flooded. GEORGE V. GREEN.
Amsterdam, N. Y., April 18, 1912.

THE STORY OF THE TITANIC.

Comments from Readers Upon Its Presentation by The Times.

To the Editor of The New York Times:

I don't suppose you will be especially interested by my praise, but, none the less, after reading all the newspapers this morning, I feel impelled to send it along.

Of course, I have long known your Sunday edition to be the best in New York, and, therefore, in the world—it reached the present limit of excellence in your superb Easter TIMES; now I wish to rise and lift my hat to the extremely able journalists who make your daily.

Its merit has not been approached in all the history of newspapers, and each emergency as it arises gives new evidence of its worth. The high ability of your great staff apparently is cumulative. The handling of the Titanic disaster was superb from the start, but, this morning, reached a climax amounting to perfection.

EDWARD MARSHALL.
New York, April 19, 1912.

To the Editor of The New York Times:

I congratulate you on the report of the Titanic disaster which appeared in this morning's TIMES. The story of Harold Bride, the surviving wireless operator, is one of the most thrilling I have ever seen. H. F. GUNNISON.
Brooklyn, April 19, 1912.

White Star Line's Responsibility.

To the Editor of The New York Times:

Your editorial article "The Responsibility" in to-day's issue is the sanest utterance of the many I have read in reference to the awful tragedy of the Titanic. Nothing truer or more to the point could be said.

The Captain has paid the penalty of his willful disregard of common prudence in view of the facts already established as to his knowledge of the ice in his path. But what of the company or owners of the vessel that laid out such a perilous course for him to follow simply because they desired to make a speed record for their new ship?

Their criminality is beyond question, and they should be held responsible to the uttermost for this appalling catastrophe by which 1,500 human beings in their care have been consigned to such untimely and shocking death.
Brooklyn, April 18, 1912. J. H. D.

Captain Goaded to Take Risks.

To the Editor of The New York Times:

In connection with your editorial of to-day commenting on the disaster to the Titanic, and criticising the Captain as taking criminal risks, a conversation I had with one of the Captains of a French liner last Summer will be of interest. He complained that the position of the Captains of most of the transatlantic lines was precarious and uncomfortable. If they did not make the best time in crossing of which their boats were capable they would quickly lose their positions.

On the other hand, if they met with accidents in obeying their companies' orders they were sure to be superseded, as their names would hurt business. As accidents did not occur so easily or frequently as the losing of time on a voyage they chose the alternative of taking the chances of accident.

WILLIAM E. NIES.
New York, April 18, 1912.

Parting in Childe Harold.

To the Editor of The New York Times:

I doubt if any poetry written to-day could better express the awful calamity which is uppermost in everybody's mind than does the following stanza in the third canto of Childe Harold:

Ah, then and there was hurrying to and fro,
And gathering tears and tremblings of distress,
And cheeks all pale, which but an hour ago
Blushed at the praise of their own loveliness.
And there were sudden partings, such as press
The life from out young hearts, and choking sighs
Which ne'er might be repeated; who could guess
If ever more should meet, those mutual eyes,
Since upon night so calm such awful morn could rise.

W. C. O.
New York, April 18, 1912.

Ships Steaming in Pairs.

To the Editor of The New York Times:

Thanks for your compliment to my intelligence when, in answer to my inquiry why liners don't cross the ocean in pairs, you say because they might run into each other when in fog or storm or night.

Permit me to reciprocate by saying that your answer would have been good before Marconi. I did not suspect, however, that you would refer my question to outlived conditions.

VIATOR.
New York, April 18, 1912.

In electric storms at sea wireless apparatus is not to be relied upon.—[Editor.

British Steamship Insolence.

To the Editor of The New York Times:

If the published reports be true, the attitude of the British ocean steamship companies toward the American people is entitled to first prize for insolent contempt. They will not furnish lifeboats because the law does not compel them to; they deny the power of Congress to legislate on the subject, and a courteous request for information by the President is ignored. Has the public no rights and no remedy? A. B. C.
New York, April 18, 1912.

"Nesting" Lifeboats.

To the Editor of The New York Times:

Why should it not be possible to "nest," as it is technically called, these boats? By this I mean, placing one within the other, so that a number of boats, say, two or three, would not take up more room than one does now. This would double and treble the boat capacity at a small outlay.

ALBERT RUCKGABER.
New York, April 18, 1912.

The Rights of Mr. Ismay.

To the Editor of The New York Times:

I am puzzled by a legal question: How can a Senate committee summon a British subject rescued on the high seas, not in American waters, to testify as to a disaster to a British ship?

The inquiry is desirable, but is it legal?

INQUIRER.
New York, April 19, 1912.

MEMENTO MORI.

We said, the deep is conquered,
We have drawn the fangs of the sea;
Fettered and yoked and docile,
Our servant at last is he.
For the magic force of the leaping spark
Has shorn of their terror the fog and the dark.

And the gray old sea lay quiet,
And our hearts were proud and high;
We forgot he had been our master,
Forgot that our ships could die.
But hearken now what the old sea saith:
"Forget not me, for I am Death!

"I serve you not of compulsion
And my service hath its price;
I take my toll of your strongest
'Mid the fog and the grinding ice,
Lest you dream you are gods in your little day
And forget 'tis my will that can spare you or slay.

"Your cry for help goes landward,
And the cry availeth naught
Save to bear word the quicker
Of the work my hand hath wrought;
And the bulk that you dreamed no blow could shake
But brings more lives for the sea to take.

"Till your breath can raise the fog-wreath
That my breaths drive and shift,
Till your hand turn back the berg-fleet
That my hands set adrift,
While reefs can rend and waves can kill
The gray old sea is your master still.

"No surge of the broad Atlantic
But guards a dead man's sleep;
My Choosers of the Slain
Unresting vigil keep;
Your doom is decreed by my lightest breath;
Forget not me, for I am Death!"

J. DE LANCEY FERGUSON.

SPEAKERS EXPECTED MISSED THE TITANIC

Three Clergymen Coming to Christian Congress Here Escaped Stead's Fate.

BRYAN TALKS TO DELEGATES

Christianity the Leaven Which Is Elevating the World—The Man Who Does Most Good the Greatest.

The first all-day session of the Christian Conservation Congress, during which the achievements of the Men and Religion Forward Movement's recent evangelical campaign are to be summed up, was held at Carnegie Hall yesterday. There were speeches by famous orators and an unusually elaborate musical programme. A permanent revival of religious enthusiasm was discussed hopefully, the only shadow on the big meeting being the tragic death of William T. Stead, the English editor, who went down with the Titanic, and who was to have been one of the Congress's principal speakers.

William Jennings Bryan, who is to address a big open-air meeting of the movement at 4:30 o'clock this afternoon in Union Square, spoke last night on "Religion and Government." He told the 2,000 delegates that if he had only discovered General Organizer Fred B. Smith's managerial talents in time he would have become President of the United States. He said that "religion puts a policeman inside of a man."

"We Americans have the best educational system in the world, and we have one of the best systems of government in the world," said Mr. Bryan. "But, though education may plant and Government may water, God—and God alone—can give the increase.

"Religion exerts a powerful influence on Government. But Government is merely what the people make it, and thus what improves the people improves the Government, too. Christ said a tree should be known by its fruits, and Christianity has already proved what it is by the fruits that it has borne. It is the leaven of Christianity which is elevating the entire world. Whatever progress there is has been borrowed from the Christian nations. Go where you will, you will find that it is the Christian ideals which are the revolutionizing forces in every country. The man who does the most good will always be the greatest among us.

"If all of us would conscientiously practice the teachings of Christ what a world of peace and progress this would be! Christianity develops mankind, and mankind develops government. It costs less to keep a man from going astray than to bring him back and compensate society for his wrongdoing. Without a sense of responsibility to God, there is no guiding hand in a man's life. These things being so, who can doubt the necessity of religion to good government? Reason, by itself, and without the guidance of religion, can be warped and dethroned by self-interest and passion.

"You can't build a noble life out of an arithmetic. Religion is eminently practical. Man can't get along without it. Men need the Church to strengthen them for the duties they have to perform. A man can't lead a righteous and industrious life without becoming a tower of strength in his community. If a man thinks of nothing but pleasure he ultimately wakes to find that his life is wasted and that he himself is unhappy. That is the difference which an ideal gives to life. It is all the difference between success and failure."

James G. Cannon presided at the meeting. "The day has passed," said he, "when men have to apologize for being Christians. They have to apologize now for not being Christians. Our movement has already demonstrated that the men of this countrw are vitally interested in religion."

"Out of the anguish of the Titanic disaster," exclaimed Carl Milliken, the ex-saloon State Senator of Maine, another speaker, pointing to the British and American flags, "is one strong note of triumph—the British seamanship and the American citizenship which triumphed in the horror of that night and which are represented by these two flags."

J. A. MacDonald, the editor of The Toronto Globe, told the big audience that "the curse of Government in America today is the inadequate morality of the people."

Three European speakers who had been invited to come to this country and take part in the congress's six-day evangelical rally narrowly escaped sharing Mr. Stead's fate on the Titanic. These were Archbishop Thomas J. Madden of Liverpool, the Rev. J. Stuart Holden of St. Paul's Church, London, and the Rev. J. S. Wardell Stafford, Fraternal Delegate of the Wesleyan Church of Great Britain to the Methodist Episcopal General Conference here. All three of these clergymen had planned to sail on the great Titanic's maiden trip, but were forced by circumstances to change their plans.

At the morning session there were addresses by Will R. Moody of East Northfield, Mass.; the Rev. Charles S. MacFarland, Secretary of the Federal Council of Churches of Christ in America; Fred E. Tasker, President of the Methodist Episcopal Brotherhood of this city; A. B. T. Moore, President of "The Gideons"; William Shaw, General Secretary of the United Society of Christian Endeavor, and the Rev. Dr. Henry H. Mayer, Secretary of the Sunday School Council of Evangelical Denominations.

At the afternoon session Archdeacon Madden, Marion Lawrence, General Secretary of the International Sunday School Association; Alfred E. Marling, Chairman of the International Committee of the Young Men's Christian Association; Harry Wade Hicks, S. Taylor, and J. Campbell White spoke.

There will be a big "Publicity Theme" discussion at Carnegie Hall this morning. John Mitchell, the labor leader, will speak at Carnegie Hall this evening.

MISSOURI ALUMNI DINE.

J. K. Gwynn Offers $250 Undergraduate Prize for Farm Life Essay.

Dr. A. Ross Hill, President of the University of Missouri, was the guest of the university's alumni of this city at a dinner at the Café Martin last night. The occasion was enlivened by an announcement from J. K. Gwynn, an official of the American Tobacco Company, that he would provide an undergraduate prize of $250 for an essay giving the best reasons why life on the farm is the ideal kind of life.

President Hill, in giving his report on the university's recent progress, stated that it has grown from a few hundred students in 1900 to more than 3,000 in 1912. It was stated by Burton Thompson, President of the New York alumni, that the dinner was given—the first one of Missouri graduates east of the Mississippi River—for the purpose of educating Eastern folk to the idea that when they speak of Missouri they must learn to think of Benton, Blair, Vest, Cockerell, and Clark, just as when one mentions the Greeks there springs up a background containing the figures of Demosthenes and Alexander. The time has come, he said, when Missouri can no longer be ignored and neglected in the popular esteem.

International Art Exhibition.

PITTSBURG, April 19.—Announcement is made to-night by John Beatty, Director of Fine Arts of the Carnegie Institute, that 349 paintings compose the forthcoming international exhibition to be held here April 25 in connection with Founders' Day exercises. Artists from America, England, France, Germany, Holland, Italy, Norway, Russia, Scotland, Spain, Sweden, and Switzerland will participate.

BERMUDA IS NOW IN FAIREST GARB

Cottage Colony Is Remaining for the Beauties of April and May.

MUSICALE AT CEDAR LODGE

Many Americans at Entertainment at Mr. and Mrs. Edwin Norton's Home—Arrivals at Hotels.

Special Correspondence THE NEW YORK TIMES

HAMILTON, Bermuda, April 14.—Though there has been a considerable falling off since Easter in the hotel crowds, as is always the case with a Winter resort, yet the cottage colony, who have been here before and know the beauties of April and May in Bermuda, are staying on and many of them expect to remain until the middle of May or June. Those who remain see Bermuda in her fairest garb and under the most favorable climatic conditions of the year.

One of the largest affairs of last week was a musicale at Cedar Lodge, the home of Mr. and Mrs. Edwin Norton of New York. A. M. Purcell, organist at the cathedral, furnished the major portion of the programme, playing on the large pipe organ which takes up one side of the huge music room. Miss Julia Manierre of Chicago, accompanied by Mr. Purcell, rendered several vocal selections, while Miss Frances Boylston Adams of Boston and Mrs. Nina Abbott of Bermuda recited. Refreshments were served. Many Americans were present, among them being the American Consul and Mrs. Greene, and Mr. and Mrs. George F. Greene of Cranford, N. J.; Miss Julia Mackenzie, Miss Forsythe, and P. L. Willis of New York, Mrs. William H. Allen, wife of the American Vice Consul, and Mrs. George H. Murphy of Washington, D. C.; Mr. and Mrs. Samuel Knight of Belmont, N. Y.; Mrs. D. P. Eells, Mr. and Mrs. Stillman W. Eells of Cleveland, Miss Edna Waterman of Minneapolis, and Miss Lydia Loring of Washington, D. C.; Mrs. E. C. Wilkinson, Miss Winifred Bluck, and C. Van N. Fogel, all of Bermuda.

On Tuesday last Mrs. W. Maxwell Greene, wife of the American Consul, gave a luncheon at the Hamilton, the guests being Mme. Badeau and Miss Harriet Van Dolsen of Paris, Miss Julia Olney of Rome, Mrs. D. P. Eells of Cleveland, Mrs. George F. Greene of Cranford, N. J., and Mrs. S. S. Ingham, Mrs. W. T. James, Miss Fredericka Stewart, and Miss Estelle Jones of Bermuda.

On Saturday afternoon Mrs. S. S. Ingham of Bermuda gave a large lawn party and reception at her attractive home, Mangroville, at the eastern end of Hamilton Bay. Many forms of amusement were furnished during the afternoon, many of the younger people indulging in tennis and in a putting contest held on the lawn, while those less actively inclined had several rubbers of bridge while waiting for tea to be served on the large veranda overlooking the bay. Among those present were the American Consul and Mrs. Greene, Mr. and Mrs. Eugene Lentilhon, Miss Henrietta Norton, E. S. Van Tassel of New York, Mrs. Casper Miller of Philadelphia, Mrs. Wyckoff of Elmira, Mrs. George F. Greene of Cranford, N. J.; Mrs. D. P. Eells and Mr. and Mrs. Stillman W. Eells of Cleveland, Miss Edna Waterman of Minneapolis, Miss Julia Olney of Rome, Mme. Badeau, and Miss Harriet Van Dolsen of Paris, Miss Julia Ingham, Miss Marion Ingham, Miss Tucker, Mrs. Atkinson, Mrs. Scott, Miss Margaret Ingham, Miss Emily Ingham, Alexander Tucker, Major Bennett, and Herbert Ingham, all of Bermuda, and Mr Martin, chaplain to the forces.

On Tuesday evening Harry K. White of Boston, who is staying at the Hamilton, entertained at the Hamilton Dinghy Club, his guests at dinner being William H. Allen, Commodore of the club; Dr. E. C. Wilkinson, H. W. Watlington, M. C. P.; W. Frith, Mr. Bowditch, R. Darrell, and J. R. Tuzo.

Mrs. William McClure of New York entertained at bridge at the Hamilton on Thursday afternoon.

There were a number of dinners on Thursday night preceding the weekly ball at the Princess, among them being one of ten covers given by Lieut. Jesson, R. N., who had as his guests Mr. and Mrs. Butterworth, Miss Jervine, Miss Julia Ingham, Miss Marion Ingham, Miss Gladys Trott, Capt. Redfern, Capt. Connor, R. E., and Mr. Heath. Others entertaining on that evening were Mrs. Franklin Farrell of Ansonia, Conn., who gave a dinner of seven covers; B. F. Weldon of Binghamton, N. Y., who had a dinner of eight covers; Mr. and Mrs. F. L. Leeming of New York, a party of seven; Dr. and Mrs. E. C. Wilkinson of Bermuda, a party of seven, and Mr. and Mrs. A. E. Outerbridge of New York, who entertained Archdeacon Davidson.

Miss Frances B. Adams of Boston gave an afternoon tea at the Belmont last week for Mrs. W. Maxwell Greene. On Sunday afternoon Larry Chittenden, the Poet Ranchman, entertained the officers of his Majesty's ship Cornwall at the Belmont.

Among the recent arrivals from New York at the Hamilton are Mr. and Mrs. E. A. Van Buskirk, Mr. and Mrs. W. J. Calkins, Mr. and Mrs. F. W. Gross, the Rev. A. L. Brydges, Thomas H. Neehan, Miles Burke, Charles G. Keeting, L. Wilson, Mr. and Mrs. W. Woods Chandler of Simmsbury, Conn.; Mr. and Mrs. John A. Delehanty of Albany, N. Y.; John H. Blodgett and Percival Gilbert of Boston, Mr. and Mrs. Joseph Chadwick and Miss Chadwick of Newburg, Mr. and Mrs. Thomas H. Cox and Miss Mildred Cox of New Haven, and J. B. Thorndike of Brockton, Mass. The Westerners include Mr. and Mrs. John W. Waters and Mrs. F. C. Schmid of Indianapolis and Mr. and Mrs. H. P. Pope of Chicago.

Recent arrivals from New York at the Princess include Mr. and Mrs. A. C. Herbert, P. E. Macdonald, Miss H. M. Macdonald, E. T. Lawless, W. F. Lawless, Joseph H. Chapman, Mr. and Mrs. Frank D. Webb of Baltimore, Mr. and Mrs. Willard Peck of Hudson, N. Y.; Mr. and Mrs. E. P. Harrison of Cincinnati, and James B. McNulty and W. S. Robertson of Saratoga Springs. Brooklynites include Mrs. M. E. Hewitt, Miss Adelaide Hewitt, Miss Clare Herrington, and Mr. and Mrs. J. W. Fletcher.

Registered at the Belmont are A. C. Boyce, K. C., M. P., and Mrs. Boyce of Sault Ste. Marie, Canada; Mr. and Mrs. John N. Beach of Brooklyn, and John J. Jenks and Miss Anna B. Jenks of Providence, R. I.

OFF FOR EUROPE TO-DAY.

Some of the Passengers Sailing on Four Steamships.

Among the passengers booked to sail for Europe to-day are:

LAPLAND (Antwerp)—Gov. and Mrs. John A. Dix, Mr. and Mrs. John R. Bartholomew, Mr. and Mrs. Roscoe C. E. Brown, J. C. Clayton, Mr. and Mrs. James Penimore Cooper, Mrs. Seymour L. Cromwell, Mr. and Mrs. H. H. Dale, Mr. and Mrs. George W. Dickinson, Mr. and Mrs. Henry Evans, Mrs. E. C. Flagg, Mr. and Mrs. Lionel Hagenaers, Mr. and Mrs. John F. Hollingshead, Mr. and Mrs. George W. Irwin, Baron Oscar van Loo, Mrs. William Loomis, Mr. and Mrs. A. C. Mace, Sir Donald Mann, Mrs. Francis C. Moore, Baroness von Steiswitz, Mr. and Mrs. Marcel Relecom, Mrs. Henry Russell, John Sloan, Mrs. Robert L. Stevens, Dr. J. Ford Thompson, Mr. and Mrs. Robert S. Waddell, and Dr. Roy P. Wallon.

CALIFORNIA (Glasgow)—John R. Crawford, Mrs. W. E. Graham, Thomas R. Marshall, and the Rev. and Mrs. H. J. Underhill.

CINCINNATI (Hamburg)—Thomas H. Blodgett, Mrs. G. Kingsbury Busch, Mr. and Mrs. Magnus Clarholm, Mrs. James B. Brizzs, Mr. and Mrs. J. M. Deaniston, John W. Ellis, Mr. and Mrs. George Harrison, Mr. and Mrs. Robert F. Hall, Mr. and Mrs. William C. Reick, and Stewart Smyth.

DUCA D'AOSTA (Naples)—Mr. and Mrs. Henry C. Bolton, Mrs. A. H. Flash, the Rev. Eugene de F. Heald, Jr., Mr. and Mrs. August Janssen, Dr. G. A. Siracusa, Mr. and Mrs. Fernando Tanara, and Edward Sheldon.

Trustees of St. Patrick's Cathedral.

Cardinal Farley has selected the following as Trustees of St. Patrick's Cathedral to serve for the next three years: Alfonso de Navarro, Ernest Iselin, Bryan L. Kennelly, Louis H. Amy, George Gillespie, Andrew Dougherty, Jr., Thomas H. Kelly, Eugene A. Philbin, and John Fox.

SOCIAL NOTES.

Mrs. Herbert Shipman canceled the dance which she was to have given last night at her home, 439 Madison Avenue, on account of the Titanic disaster.

Mrs. Alexander Crawford Chenoweth entertained at tea at the Plaza yesterday. Her guests included Miss Leary, Mrs. Butter field, Mrs. John C. Westervelt, Mrs. Theodore Shonts, Miss Shonts, and the Duchess de Chaulnes.

Mrs. William E. Carleton is to give a small bridge party on Wednesday, April 24 at her home, 44 East Seventy-ninth Street, to be followed by a tea, to which additional guests have been asked.

Mrs. Irwin A. Powell gave a small birthday dance last night at her home, 10 East Ninety-sixth Street. There were about seventy present and a supper was served at midnight.

Mrs. Edward L. Coster and the Misses Coster motored in from their country place at Irvington yesterday and are at the Hotel Gotham for a short visit.

Mrs. Edwin F. Uhl, widow of Edwin F. Uhl, who was Ambassador to Germany in the second Cleveland Administration, is the guest of her daughter, Mrs. Earl D. Babst, 128 West Fifty-ninth Street.

The annual meeting of the National Plant, Flower, and Fruit Guild will be held at Miss Leary's, 1,032 Fifth Avenue, on Thursday afternoon, April 25. Tea will be served afterward.

Mrs. Timothy Cheesman of Garrison, N. Y., is giving a large luncheon at Delmonico's on Tuesday, April 30.

The Triangle Club of Princeton University will give its annual production at the Hotel Astor this afternoon and evening. "Main Street," a musical comedy in two acts, will be the attraction.

Edward S. Perot, who is to marry Miss Katharine Oakley, daughter of Mrs. Ralph Oakley of 125 Riverside Drive, on April 30, will give his farewell bachelor dinner at Delmonico's on Saturday, April 27.

The wedding of Miss Leila E. Morris to Frederick Preston Clarke will take place at 4 o'clock this afternoon in the Cathedral of the Incarnation at Garden City, L. I., and will be followed by a reception at the home of the bride's parents, Mr. and Mrs. Frederick P. Morris.

Mr. and Mrs. Daniel F. Downs will not open their Southampton cottage, the Dolphins, this Summer, as they are sailing this month. They will remain away five months.

Mr. and Mrs. C. Alan Hudson arrived yesterday on the Mauretania, and are the guests of the latter's parents, Mr. and Mrs. Waldron Post Brown.

Mrs. Alexander H. Tiers has taken Hillbrook House, Mrs. Betts's Southampton cottage, for the season.

Mrs. Robert C. Morris will spend the coming week in Washington, where she will be the guest of Mrs. Thomas B. Patten.

Mr. and Mrs. John de Koven Bowen of 196 East Chestnut Street, Chicago (Miss Elizabeth Winthrop Stevens) have named their infant son, born a couple of weeks ago, John de Koven.

SOCIETY AT HOT SPRINGS.

Kenneth B. Schley and Fiancee, Miss Rogers, at the Homestead.

Special to The New York Times.

HOT SPRINGS, Va., April 19.—A children's party was given on the lawn of the Homestead this afternoon by Mrs. L. H. Wheeler for her son Manchester Haynes Wheeler, who celebrated his sixth birthday. Among the little people there were the children of Mr. and Mrs. William G. Rockefeller and Mr. and Mrs. Rawson Wood of New York, Mr. and Mrs. L. M. Palmer, and Mr. and Mrs. George Ingalls.

Announcement here to-day of the engagement of Miss Ellen H. Rogers, daughter of Mr. and Mrs. Archibald Rogers of New York, to Kenneth B. Schley, created much interest among New Yorkers at the Homestead. Miss Rogers, with Mr. and Mrs. Rogers and E. P. Rogers, have been here several weeks, while Mr. Schley joined them for Easter. All will return Sunday.

G. H. Milliken of New York gave a dinner in the Japanese Room to-night, inviting Mr. and Mrs. Ridley Watts and Mr. and Mrs. J. T. Gillespie of Morristown, Dr. Charles H. Mills, and Dr. Victor Thorne of New York.

Mr. and Mrs. J. H. Haas of Detroit drove over to Fassefern Farm for luncheon, and others there were Mrs. C. D. Newcomb, Miss Holland, Miss MacCregor, and Churchill Newcomb.

Mr. and Mrs. William F. Sheehan and Mrs. De La Vergne drove to the Cascades, and Joseph Brewer made the ascent to Flag Rock, where, because of the clear atmosphere, the view was unusually extensive.

Mrs. George Ingalls gave a tea yesterday, and among other hostesses at tea were Mrs. C. W. Packard, Mrs. D. R. Richardson, and Mrs. Frank Hopkins.

Baron Uexkull of Russia is at the Homestead, the guest of Mr. and Mrs. R. C. Rand, Miss M. C. Rand, and R. R. Rand, Jr., who arrived in New York from a European trip early in the week and came immediately to Hot Springs.

Bertram Work has returned to Akron, Ohio, for several days, but will rejoin Mrs. Work here next week.

Registered at the Homestead are Mr. and Mrs. Morgan Grennell, Robert S. Grinnell, Mr. and Mrs. Walter C. Taylor, Mr. and Mrs. W. G. Pearce, Mrs. H. B. Legg, Mrs. K. E. Cheeseman, and Alfred Stanley of New York; Julian P. Fairchild of Brooklyn, E. W. Packard of Greenwich, Mrs. J. J. Ryerson, Chicago; H. C. Talbot, Mr. and Mrs. P. M. Devlin, and Mr. and Mrs. E. W. Cobb, Boston, and Mr. and Mrs. G. H. Balfour, Quebec.

WASHINGTON SOCIAL EVENTS.

Mrs. Taft and Miss Taft to Visit Charleston Next Week.

Special to The New York Times.

WASHINGTON, April 19.—Mrs. Taft and Miss Taft, according to their present plan, will leave early next week for a short visit to Charleston, S. C. William T. Klots of Huntington, N. Y., a friend of Robert Taft, has joined the latter at the White House.

The newly appointed Minister from Peru, Frederico Alfonso Pezet, and Mme. Pezet have arrived and taken as their Legation the residence 2,223 R Street, in the immediate vicinity of Sheridan Circle. M. Pezet will present his credentials early next week. Both he and his wife are already well known and popular in Washington, where he served as First Secretary and Charge d'Affaires under former Minister Calderon.

The birth of a daughter to Mme. Naon, wife of the Minister from the Argentine, is announced this morning. Although the Minister was obliged to leave for South America some weeks ago, Mme. Naon, with their five older children, are at the Legation, 22 Lafayette Square. They expect to join the Minister early in June. During the absence of M. Naon the office of the Legation is located at 1,728 Twenty-eighth Street, with Manuel E. Malbran as Charge d'Affaires.

The appointment of Lieut. Sherman Miles, U. S. A., to be Military Attaché at Bucharest, is of considerable interest, as Lieut. and Mrs. Miles are prominent figures in Washington society, where both have passed the greater part of their lives. The former is the only son of Lieut. Gen. Nelson A. Miles, retired, and great-nephew of the late Gen. Sherman. He was graduated from West Point in the class of 1905. Mrs. Miles was Miss Yonnie Noble, only daughter of the late William Belden Noble of this city, and granddaughter of the late Senator Yonlee of Florida. Lieut. Miles, now on duty with the Third Cavalry at Fort Myer, will start for his new post early in May. Mrs. Miles, accompanied by her mother, will join him later in the Summer.

Representative Ernest W. Roberts of Massachusetts and Mrs. Roberts were hosts at a large reception this evening at the Congressional Club, of which Mrs. Roberts is President. The several hundred guests enjoyed the music of a stringed orchestra as well as a buffet supper.

The Misses Whiting have gone to Loudoun County, Va., for a short visit.

Bridal Pair Sail for Europe To-day.

Waldemar Schmidtmann was married on April 16 at Athens, Ga., to Miss Mary Fortson, daughter of Mr. and Mrs. Thomas Edward Fortson of Washington, Ga. The couple have been at the St. Regis for the last two days, and are sailing to-day for a European trip, which will include a visit to the home of Mr. Schmidtmann at Loper, Austria. Mr. Schmidtmann is the President of the International Agricultural Corporation, and divides his time between this country and Europe. Some of Mr. Schmidtmann's friends entertained him and his bride at a dinner at Sherry's last night.

BOLIVIA'S PRESIDENT GLAD OF OUR COMING

Welcomes the Canal as Link to the United States, He Tells The Times Representative.

PRACTICAL BENEFITS SURE

Friendship of His Country for Its Big Neighbor Is Traditional and Real, Says Villazon.

By STEPHEN BONSAL.

Special Cable to THE NEW YORK TIMES.

LA PAZ, Bolivia, April 19.—I reached this wonderfully beautiful mountain capital on Sunday, after having enjoyed the unusual advantage of a daylight trip across the cloud-capped Lake of Titicaca, the ancestral home of "the Children of the Sun." This advantage was due to the fortunate shipwreck of our vessel without casualties outside of Puno, the Peruvian port.

Made accessible as it will soon be by the Arica Railway, which is nearing completion, Titicaca is a wonder of the world. Ten times more beautiful than the Sea of Japan or the Italian lakes, it will attract hosts of tourists, who, owing to the altitude, will find themselves breathless in more senses than one.

I was received at the palace this afternoon with great amiability by President Eliodoro Villazon, who expressed the greatest appreciation of President Taft's fraternal greeting. He said:

"It has always been my dream to visit the United States, but up to the present time I only know it by reading and viewing photographs. But with the conquest of the Isthmus by our great neighbor of the North my dream seems to be nearer realization.

"And other more practical advantages are certain. Only to-day I countersigned a communication of the Minister of Commerce, calling the attention of the business interests of this country to the San Francisco Panama Exhibition, and telling them that this is a peaceful field of commercial struggle upon which Bolivia expects all her sons to do their duty.

"We have no fear of drawing nearer to the United States, and her people are always welcome and have often proved most helpful in Bolivia.

"We are an active mountain people, looking ahead and endeavoring to work out our destiny as we see it.

"Our friendship for the Government and people of the United States is traditional and very real.

"With the conclusion of the canal we feel sure that this feeling will become a powerful factor for the development of our country." STEPHEN BONSAL.

IN C. M. HAYS'S PLACE.

Wainwright Is Appointed Temporary President of the Grand Trunk.

Special to The New York Times.

MONTREAL, April 19.—The Chairman of the Grand Trunk Railway Board of Directors, Arthur Smithers, cabled from London to-night appointing William Wainwright, Sr., Vice President, as Temporary President of the Grand Trunk, vice the late C. M. Hays, who was drowned in the Titantic disaster.

E. J. Chamberlain, Vice President, he appointed Temporary President of the Grand Trunk Pacific.

BAZAAR FOR SYRIAN MISSION.

Fair in Aid of Father Wakim's Work at the Waldorf April 22.

A bazaar will be held at the Waldorf-Astoria on the afternoon and evening of Monday, April 22, in aid of the Syrian Mission at 46 Washington Street. Father Francis Wakim now holds services for the Syrians in rented rooms, but he has bought two little houses in Washington Street, which he intends to use as a church and school, and the proceeds of the bazaar is to help him pay off the heavy mortgage.

Among the patronesses are Miss Lillian Anderson, Mrs. Gerald Borden, Miss Mary Bouvier, Miss Cecilia Brown, Mrs. Thomas Burke, Mrs. Walter A. Burke, Mrs. Robert Collier, Mrs. John Duncan Emmett, Mrs. Russell Chaffee Graves, Mrs. Michael Mulqueen, Mrs. Thomas H. Mulry, Mrs. Charles A. Olcot, Mrs. William J. de Rivera, Mrs. Joseph F. Rush, Mrs. Allan Ryan, Mrs. John Sheehan, Mrs. Charles Emory Smith, Mrs. Andrew J. Shipman, Mrs. Charles Tripp, Mrs. Philip Henry Smith, Mrs. Francis William Wigand, and Mrs. Hortense Camp Lee.

North Carolina Society Gives Dance.

The North Carolina Society gave a reception and dance at the Waldorf-Astoria last evening. The patronesses were Mrs. Charles Baskerville, Mrs. George Gordon Battle, Mrs. Henry C. Cowles, Jr., Mrs. Benjamin N. Duke, Mrs. Thomas Staples Fuller, Mrs. W. W. Fuller, Mrs. A. B. Gwathmey, Mrs. George M. Gales, Mrs. James W. Osborne, Mrs. Walter H. Page, Mrs. James H. Parker, Mrs. Junius Parker, Mrs. Rufus L. Patterson, Mrs. John S. Primrose, Mrs. William B. Pritchard, Mrs. Lindsay Russell, Mrs. R. Austin Springs, Mrs. Joseph I. Stringer, Mrs. Augustus Van Wyck, and Mrs. Thomas B. Yuille.

Sale for Benefit of Two Flats.

The sale yesterday at Mrs. John Greenough's house, 38 East Sixty-third Street, for the benefit of the two flats maintained as object lessons by the St. George's City Missions Committee, netted considerable money for the work. The first sale was on Wednesday and the girls in charge of the tables included the Misses Susan Ellis, Juliana Cutting, Beatrice Claflin, Adelaide Spofford, Miss Louise Jackson, Mrs. Courtlandt Nicoll, Mrs. Henry de Rahm, and others. Flowers and hats were among the articles sold, and refreshments were served.

Texas Club Celebrates at Plaza.

San Jacinto Day was celebrated by the Texas Club of New York at the Hotel Plaza last night. A dinner was followed by historical tableaux and a dance. Mrs. Clara Driscoll Sevier, President of the club, announced that progress is being made with the new clubhouse plan.

THEATRICAL NOTES.

Paul Orleneff's American season will close next week with six farewell performances at the Lipsin Theatre, 235 Bowery, beginning on Tuesday evening. The repertoire will be as follows: Tuesday, "Ghosts"; Wednesday, "Crime and Punishment"; Thursday and Saturday, "Czar Paul I."; Friday and Sunday, "The Inspector."

Marc Klaw received a cablegram from London yesterday stating that the Klaw & Erlanger revival of "Ben Hur" at the Drury Lane Theatre was even a greater success than the first production of the play there ten years ago.

A professional matinee of "The Rainbow" was given at the Liberty Theatre yesterday afternoon by Henry Miller and his company. A. E. Thomas, author of the play, made his first curtain speech at the end of the second act. On opening nights of his plays he has kept away from the theatre, but yesterday he was on the stage, and Henry Miller made him go before the curtain and acknowledge the applause of the audience and players.

In order not to conflict with various benefit entertainments planned for the relief of the Titanic survivors Klaw & Erlanger and Harrison Grey Fiske have postponed Violet Romer's dance concert from April 28 to the following Thursday, May 2.

MARIE DORO AS PATIENCE.

Cyril Scott to Sing Grosvenor in Opera's Revival at the Lyric.

The cast of Gilbert and Sullivan's "Patience," that is to be revived at the Lyric Theatre after the engagement of the French Opera Company there, has been augmented by the engagement of Marie Doro for the rôle of Patience, Cyril Scott to play Grosvenor, and Eva Davenport for the part of Lady Jane.

This will be Miss Doro's return to musical plays after several years of "straight" dramatic productions. She made her first professional appearances in musical comedies, and will be remembered as Nancy Lowly in "The Girl from Kay's," with Sam Bernard. She is now playing the title rôle in "Oliver Twist," but will begin rehearsals of "Patience" shortly.

Mr. Scott has a long record in musical pieces, including "The Circus Girl," "The Geisha," "A Runaway Girl," "The Casino Girl," and "Floradora." He has been playing in dramatic productions since 1905, when he appeared in "The Prince Chap."

Others of the "Patience" company will be De Wolf Hopper as Bunthorne, Christine Nielsen, Georgie McFarlane, Viola Gillette, Alice Brady, Eugene Cowles, and Arthur Aldridge, all of whom were in the revival of "Pinafore" last Spring.

CANCEL DANCE AT NEWPORT.

Event for German Officers Abandoned Because of Titanic Disaster.

Special to The New York Times.

NEWPORT, April 19.—Capt. Albert Gleaves, U. S. N., commandant of the Narragansett naval station and the officers have cancelled the dance which was to have been given at the Naval War College Tuesday in honor of the officers of the German cruiser Bremen, out of respect to the memory of the passengers drowned at sea from the Titanic.

Rear Admiral Cameron McRae Winslow, U. S. N., commander of the second division of the Atlantic Fleet, who has been spending a short leave here with his family, left for Norfolk to-day to rejoin his flagship, being accompanied as far as New York by Mrs. Winslow.

Mrs. Caroline Ogden Jones has returned from New York.

Mr. and Mrs. Arnold Hague of Washington are at the Muenchinger-King.

William T. Bull is at Dudley Place for a short stay.

Mrs. George A. Frost and Miss Frost and Mr. and Mrs. W. B. H. Weeks and Miss Weeks of Boston are at the Muenchinger-King.

Commander Retzmann, in temporary command of the German cruiser Bremen, will return to-morrow to attend the luncheon Capt. Gleaves is giving informally in honor of the German naval officers.

COMES FROM EUROPE TO WED.

Miss Marjorie H. Clay of England the Bride of Capt. R. M. Thomas.

The wedding of Miss Marjorie H. Clay, daughter of Mr. and Mrs. Charles Clay, of Halifax, England, to Capt. Richard M. Thomas, who is stationed at Fort Oglethorpe, Georgia, took place last evening at 8 o'clock in the Church of the Heavenly Rest. The bride arrived yesterday on the Mauretania accompanied by her brother, Bernard Clay, who gave her in marriage.

The Rev. Herbert Shipman performed the ceremony, which was witnessed by relatives of the bridegroom and a few intimate friends. The bride wore a trailing gown of white satin with crystal trimmings, and a chaplet of orange blossoms in her hair, her tulle veil covering her face. Dr. George E. Pfahler of Philadelphia, acted as best man.

After the ceremony there was a small bridal dinner at the Hotel Martinique. Later the couple left on their honeymoon, after which they will go to Fort Oglethorpe. Capt. Thomas is the son of the late William M. Thomas of Wilkesbarre, Penn., and for the last four years has been on duty at West Point.

MISS LEVERMORE A BRIDE.

Dr. C. H. Levermore's Daughter Married to C. L. Billman of Boston.

Miss Lillian Levermore, daughter of Dr. Charles H. Levermore, President of Adelphi College, Brooklyn, was married to Christopher Lewis Billman of Boston, last evening. The Rev. Dr. William M. Brundage performed the ceremony at the home of Dr. and Mrs. Levermore, 30 St. James Place. A large reception followed.

The bride, who was gowned in white charmeuse ornamented with duchess and point lace, was attended by her sister, Miss Elsa Levermore, and the Misses Frances Bedford, Louise Schlegel, Helen Miller, Anna Knott of Brooklyn, and Burchie Noe of East Orange.

Frank C. Nichols of Boston was the best man, and acting as ushers were Charles and George Levermore and Roland Sherwood Bosworth, who last September married Miss Margaret Levermore.

Mr. and Mrs. Billman are to live in Winchester, Mass.

Wilson-Mix Wedding Plans.

Miss Dorothy Mix, daughter of Mr. and Mrs. J. Rowland Mix of 260 Riverside Drive, and Charles Johnson Wilson of Brooklyn are to be married next Wednesday evening at 6:30 o'clock at the home of the bride's parents. The Rev. Dr. Eldredge Mix, an uncle of the bride, will officiate.

Miss Phoebe Taylor will be the maid of honor and David Wilson is to be his brother's best man. The ushers will be Elmore D. Morgan, Leonard Brooks, Otto Weir Heinigke of Brooklyn, and Arthur Blight of Toronto. Charles M. Bull of Brooklyn was to have been an usher but withdrew from the bridal party because of the death of his uncle.

Miss Butler to Wed Rev. W. P. Soper

Mr. and Mrs. Charles Bell Butler of 305 Macon Street announce the engagement of their daughter, Miss Eleanor E. Butler, to the Rev. Willard P. Soper of Castleton, N. Y. Mr. Soper was formerly the assistant of the Rev. Dr. John F. Carson at the Central Presbyterian Church, Brooklyn. He is a graduate of Hamilton College and the Union Theological Seminary. Miss Butler is a graduate of the Packer Institute.

Sykes-Evans Engagement.

Mrs. Helen Evans of St. Charles, Ill., announces the engagement of her daughter, Miss Beatrice Evans, to McCready Sykes of this city and Boise, Idaho. Miss Evans is a native of England, and for the past Winter has lived in Idaho with her sister, Miss Maud Evans. Mr. Sykes practiced law in New York for a few years. He is well known as a magazine writer. He is a graduate of Princeton, class of '04, and is a member of the Players, Authors', and Princeton Clubs of New York, and of the Nassau Club of Princeton. The wedding will probably take place in September.

Catholic Protective Society Bridge.

A large bridge and dance was given last night by the Catholic Protective Society at the Waldorf-Astoria, and the proceeds will be used for the continuance of this charity. The affair took place in the grand ballroom. The officers of the Ladies' Auxiliary are: Mrs. David McClure, President; Mrs. Cabot Ward, Vice President; Mrs. Francis P. Garvin, Secretary; Mrs. Andrew Dougherty, Treasurer, and Mrs. Florence White, Corresponding Secretary. The Board of Trustees is headed by Cardinal Farley, and the other members are the Right Rev. Thomas J. Cusack, the Rev. Thomas J. Lynch, Paul Fuller, and Henry Heide.

Brief List OF Interesting Books

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UNION OF REPUBLICS SOUGHT BY MENDISTA

He Urges That Great Saving Will Result by Central American Plan.

COSTA RICA OPPOSES IT

President Jiminez Says the Question of the Capital's Location Alone Would Take Years to Settle.

Special Correspondence THE NEW YORK TIMES

MANAGUE, Nicaragua, March 31.—Headed by Dr. Salvador Mendista and Dr. Manuel F. Rodriguez, the Unionista party is paying more attention to means of bringing about the confederation of the Central American republics than to national politics. This party is warmly supported by the government party in Salvador and Manuel Estrada Cabrera has given his hearty indorsement to the principles advocated.

On the other hand, President Jiminez of Costa Rica has advised that he considers a Central American union impracticable, and states that he prefers to devote his energies to something which will be of more effective good to his country than to attempt giving aid to a movement doomed to failure. In Nicaragua, President Adolfo Diaz and General Luis Mena are considered enemies to any attempt to unite the five republics.

The Unionistas of Nicaragua believe that the federation can be accomplished in the near future. They take the stand that it is criminal to allow conditions to continue as they have been since freedom from Spain was obtained. Another decade such as the last one and the American flag will fly over the National Palace in at least two of the countries, is their prediction. The movement is made with the idea of preventing the people of any section of Central America having to submit to a government in the hands of foreigners. They entertain the hope of restoring a permanent peace, such as will allow the commercial development of the country along lines commensurate with the great natural resources with which this entire section of the continent is endowed.

By maintaining one capital, one President, one set of officials, and one diplomatic corps, instead of five, it is held that great economies can be effected. With this added revenue, an efficient army can be maintained, schools can be extended, and foreign colonization induced.

It is admitted that an army of considerable size will have to be kept up, as some internal troubles must be expected. This army, drawn from the five countries and formed in such a way that men from the different sections would be intermingled in each company, would form a fighting force in which only a small element likely would be in sympathy with any individual who might desire to start a revolution.

It is the belief of the Unionistas that popular education and extensive colonization by foreign farmers are two features which will tend greatly to stability. That the masses are capable of higher education all admit. With good schools in every settlement and scattered plentifully through the rural districts, it is asserted that the youths of the country soon would be in a position to think for themselves.

If thrifty farmers from France, Italy, and other countries could be induced to settle in the rich valleys of the semi-tropical highlands an example would be set to the native population and a powerful influence would be developed that would oppose anything detrimental to peace.

President Jiminez of Costa Rica, who characterizes the Unionista reasoning as visionary and incapable of consummation in fact, combats the Federation by asking, "Who will be the President? What city will be the capital?" He says these two questions alone furnish sufficient cause for thirty years' warfare. It is certain that no Executive of any one of the republics at the present time would be acceptable to all members of the Federation, and he doubts if there is any man in all Central America who would be permitted to hold the Presidency if elected. The question of selecting the capital, which naturally is a minor one when compared to many others, even now is an insurmountable difficulty, he asserts.

Reasons why Costa Rica is opposed to attempting any union with her sister republics are legion. She has had no internal war since 1857. Her treasury is solvent and is saddled with no oppressive obligations. Her citizens are peaceful and have proven that they can exercise the right of franchise without fighting over the results. The nation is enjoying the fruits of her fifty-five years of peace and does not care to be forced to bear the burden resulting from the misspent energy and time on the part of her neighbors.

During the visit of Secretary Knox to Managua the Unionista leaders gave the American Cabinet officer an outline of their plan and advised him that their organization was now sufficiently complete to enable them to undertake the active propagation of their plan. The party has organizations in the five capitals and in a number of other cities throughout Central America, and their activity already is forming an interesting topic in the press of the countries interested.

Ex-Congressman William McAleer.

William McAleer, 74 years old, former Democratic Congressman from the Third Pennsylvania District, died at his home, 103 West Upsal Street, Philadelphia, yesterday. Mr. McAleer was born in County Tyrone, Ireland. At different times he served as a member of the City Council, as a member of the Board of Guardians for the Poor, and as a member of several charitable organizations.

Obituary Notes.

THEODORE WALLACE HANDLEY, lawyer, died on Tuesday in this city at the age of 74 years. He was born of a New York Quaker family, and formerly lived opposite Stuyvesant Square. Mr. Handley was buried in Greenwood Cemetery.

Mrs. FLORA KELLEY, for many years known on the stage as Flora Zanfretta, of the Zanfretta family of pantomimists, and wife of John T. Kelley, a well-known actor, died on Thursday at her home in Elmhurst, L. I., aged 50 years. She is survived by her husband and one son, Harry Kelley, well known in theatricals.

JOSEPH ALI, a noted trombone soloist, who at one time played for Jennie Lind and was a member of the orchestra at Tony Pastor's Theatre for many years, died Thursday at his home, 355 Stuyvesant Avenue, Brooklyn, aged 78 years.

THE Rev. HARVEY T. CASSELBERRY, pastor of the First Presbyterian Church in Ocean City, N. J., for eight years, died in Walters' Park, Penn., yesterday afternoon of Bright's disease, aged 42 years.

Mrs. E. BLUMKIN, mother of Mrs. A. H. Woods, wife of the theatrical manager, died at her home in Cleveland, Ohio, last Wednesday night after a short illness. Up to the time of her death she was constantly attended by Mrs. Woods. Mr. Woods is in Europe, and was notified of Mrs. Blumkin's death by cable.

BERNARD EDELSTEIN, a member of the Rockaway Beach Hospital Board, died at the age of 63, yesterday, at his home in Rockaway Beach. He was President of Temple Israel and a member of the Rockaway Beach Taxpayers' Association and the Queensborough Lodge of Elks.

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MARY MADDERN IS DEAD.

Aged Actress, Aunt of Mrs. Fiske, Last Seen in "Becky Sharp."

Mary Maddern, an aged actress who died in this city on Thursday, after an illness of nearly a year, was a member of one of the oldest theatrical families in America. She was an aunt of Mrs. Fiske, of whose supporting company she was a member for many years, and with whom she made her last appearance on the stage on April 1, 1911, at the Lyceum Theatre, in Mrs. Fiske's revival of "Becky Sharp."

Miss Maddern was born in England, and came to America with her parents, Mr. and Mrs. Richard Maddern, in the early '40s. The father and mother were musicians, and the children, of whom there were five, were instructed in music almost from infancy. The Maddern Family became popular entertainers, and made concert tours for years through the Eastern and Middle States.

The children were—besides Mary, the eldest—Elizabeth, who married Thomas Davey and was the mother of Mrs. Fiske; Emma, who married Robert E. Stevens and was the mother of Emily Stevens; Richard Maddern, and William Maddern. The three sisters forsook the concert platform for the dramatic stage. Mary Maddern was, in her youth, noted for her beauty as well as for her accomplishments as an actress. After touring for several years with her sisters she became a member of E. L. Davenport's supporting company at the Chestnut Street Theatre in Philadelphia, and was later a member of Mrs. John Drew's company at the Arch Street Theatre.

Miss Maddern's funeral will be held at the undertaking parlors 710 Eighth Avenue, to-morrow at 1 P. M.

George B. Goldschmidt.

George B. Goldschmidt, lost in the sinking of the Titanic, was one of the oldest members of the Bar Association, having become a member in 1870. He was born in this city in 1840, admitted to practice in 1862, and was one of the best-known conveyancers in this city. Mr. Goldschmidt served in the Twenty-second Regiment, N. G. N. Y., at Harper's Ferry and in the Gettysburg campaign, and was afterward Major in the Fifty-fifth Regiment, N. G. N. Y.

COL. ASTOR'S DEATH HALTS REALTY DEALS

Real Estate Men Think New Contracts and Leases Will Have to be Reopened.

BUT EXPECT NO CHANGES

They Are Confident That Col. Astor Had Made Full Plans to Govern His Large Estate.

The death of Col. John Jacob Astor may cause, it was pointed out yesterday, some legal difficulty through the necessity of revising the contracts of certain properties owned by Mr. Astor or of which he was trustee, and which have recently been taken over on long leaseholds by other interests for improvement. To how great an extent the long-term leases will be inconvenienced by the unexpected change in the ownership of the estate none of the leading real estate men yesterday were inclined to say. Beyond causing some delay in a few cases in projected developments, due to the existing uncertainty the general impression was that no serious trouble would ensue for those who had entered into negotiations with Mr. Astor and his estate holdings.

"Nothing can be definitely stated on this subject," said the lawyer of one of the big title and guarantee companies yesterday, "until Mr. Astor's will is made public. Naturally, for those estates in which Mr. Astor held interests as executor and trustee, his death wipes out such trusteeship, but it is quite probable that Mr. Astor may have arranged in his will to continue the trusteeships through his heir, Vincent Astor, and in that case there would be no radical change in policy. He may also have made provision for fulfilling the contracts on such parcels as have been under negotiation for leasing or selling to others. Very likely he has appointed trustees to act for a stated period with proper instructions regarding the general management of the estate.

"It is, however, hard to speculate on what the actual effect of the death of a man holding such varied and enormous interests will have upon business matters not definitely closed and which, perhaps, required the formal signature of the final papers to close the transaction."

"There need be no apprehension regarding the fulfillment of pending contracts," said another real estate lawyer. "There may be a little delay and possibly new papers in some cases may have to be drawn up, but the Astor estate and its management will go on, undoubtedly, as before. Members of the Astor family and its heads have died in past years, but it has caused no revolution in the estate management, and when Mr. Astor's will is made known it will be found that he has made proper provision for all exigencies."

Mr. Astor's lawyers, Carter & Ledyard, declined to go into a discussion of the probabilities.

In the case of partition suits for the amicable sale and division of property a somewhat different phase is presented which, in case of death of one of the heirs during the progress of the partition proceedings renders the former legal actions void. In such cases the suit would have to be recommenced, entailing delay in the contemplated sale. By a singular coincidence, such a case came to light yesterday. It has to do with the partition suit for the sale of a large tract belonging to the Van Cortlandt estate. The property lies south of Van Cortlandt Park, including the lots fronting Broadway between 238th and 240th Streets, extending close to the line of Mosholu Parkway, the southerly line of the tract being the northerly boundary of the Jerome Park Reservoir. This entire tract contains about 700 city lots. It was intended to hold the sale this Spring and it has been awaited with considerable interest by realty operators and owners in the Van Cortlandt Park district, which has shown a rapid advance of values recently.

This is the largest tract of which a contemplated sale has been announced in that vicinity for some time, and is of additional interest in view of the old families interested in the property. Among the defendants in the partition suit which has been brought through the law firm of Philbin, Beekman, Menken & Griscom, were the late John Jacob Astor, and William Vincent Astor, with members of the Van Alen, Cutting, Suydam, Van Cortlandt, Kingsland, Wilson, Irving, Pelham, Morris, Jones, Drayton, and Collier families. Adam Weiner has been appointed referee in the proceedings by Justice Bischoff of the Supreme Court. The members of the Van Cortlandt family have held the property since 1646, and originally it was a part of the large Van Cortlandt farm, of which Van Cortlandt Park includes a large portion.

Owing to the Titanic disaster and the death of Mr. Astor it is believed that this partition suit cannot be satisfactorily arranged to permit of the sale of the property in the Spring.

MARY KARN SET FREE.

Evidence Insufficient to Indict Her for Snyder's Death.

Mary Karn, who calls herself Mrs. Mary K. Snyder, and says that she was the wife of Walter J. Snyder, the former sporting writer, who was stabbed to death in his apartments at 930 St. Nicholas Avenue Easter morning, was discharged yesterday by Judge Warren W. Foster in General Sessions, after the Grand Jury had reported that there was not sufficient evidence upon which to find an indictment.

She was held for the Grand Jury by Coroner Hallenstein on Thursday, when it was testified that Snyder met his death from a stab wound inflicted on the outer covering of the heart by a pair of scissors. These were three other wounds in Snyder's breast, but Coroner's Physician Schultz testified that the wounds were of such a nature as to make it possible for Snyder to live an hour, as the woman said he did.

Mary Karn stated that Snyder had thrown water on her while she was dressing, and that he had grabbed her in his arms when she protested and pressed the scissors, which were in her hand, to his breast four times.

STRIKER ACCUSED OF MURDER

Caruso of Lawrence Held for Shooting Woman During Riot.

LAWRENCE, Mass., April 19.—Another of the secret indictments returned yesterday by the Essex County Grand Jury in connection with the Lawrence strike riots was made public to-day when Joseph Caruso, a mill operative, was arrested on an indictment charging the murder of Anna Lopizzo. The woman was shot during a riot on Jan. 29.

Joseph J. Ettor and Arturo Giovannitti, strike leaders, were indicted yesterday charged with being accessories to the murder.

William E. Trautman of Chicago, National organizer for the Industrial Workers of the World, was arrested in Lowell to-day charged with conspiracy to assault and commit violence. William Yates of New Bedford, who succeeded Ettor as Chairman of the Lawrence Strike Committee, is under indictment for alleged conspiracy to intimidate.

Bouts at Irish-American Club.

The Irish-American clubhouse will be the scene to-night of what may be four very fast bouts, in which Young Driscoll and Eddie Murphy of the Forty-seventh Regiment are expected to star. Among the others to appear will be Willie Scott and Young McVey, Thieli and Young Rosen, and Jimmy Carter and Billy Allen. Young Ajax and Jack Nitflot will wrestle to a finish, the best two falls out of three deciding the winner. The Millrose Athletic Association will complete the programme with vaudeville.

SEEK RICHES OF INDIANS.

Oil Promoters in Oklahoma Resorting to Many Schemes to Get Lands.

Special to The New York Times.

MUSCOGEE, Okla., April 19.—Grabbing of Indian lands has led to many scandals in what was formerly Indian Territory, but never were the white promoters more active than now, when the tribesmen have come into possession of fortunes in money and land rich in minerals and lumber. Persons who wish to exploit these lands are scattered among the Indians in profusion, and in the scramble for wealth desperate measures have been taken. Tales of bribery, of fraud in securing deeds from ignorant Indians, and violence toward those who will not accept profiers are heard on all sides.

So bad are the conditions that Federal agents in many cases have stepped in to protect heirs of Indians. Secret Service men are in the field and are watching developments, but they cannot see everything that is going on. They have to deal also in many cases with persons who have strong financial and political backing and who cannot be balked unless most conclusive evidence is obtained.

Carrie Cochran, a Cherokee girl, who will come into possession of oil lands worth about $500,000 when she reaches her majority, is only three-eighths Indian, and so not under the protection of the tribes. Her father is a hotelkeeper in this city. According to her own story she came of age last month, although the census rolls show that she will not until next September. The courts have ruled that the census roll must be taken as conclusive as to the age of Indians, but oil exploiters took no heed of this, and set out to get her signature to papers giving them control of her property.

Indians related to her learned of the pressure being brought to bear, and in court charged that her father was in league with the exploiters. In consequence, Houston Tahee, an Indian of Tahlequah, was appointed as her guardian, and the girl went to his home. Later she was kidnapped and taken to Hot Springs, where, under the authority of her father, she was kept under restraint. An injunction had to be sued out to prevent her father obtaining a lease from her, and the guardian had to go to Hot Springs to rescue her. The matter is in the courts, and probably will drag along until after the girl has become independent.

Marcus Covey, a Cherokee boy, who owns oil land now valued at $75,000, was induced to make a lease to one promoter, but immediately a rival firm entered the field and declared that Covey was not of age. The matter was taken to court, and it was decided that the boy would not reach his majority until next July. His father, who had agreed to use his influence to get a lease for the second firm, was appointed his guardian.

Covey disappeared last Thanksgiving Day. It was learned that persons interested in oil lands had plied him with liquor and had invited him to see the world. He was traced to New York, and it was found that he had broken a leg there and was treated for a time. As soon as possible he was put on a steamer and taken to London, where he continued to have a good time. His companions intended to keep him there until next July, when he could sign the lease they wanted. Government agents brought such pressure to bear that he was returned to his father.

RAILROADS LOSE $750,000.

Radical California Commission Cuts the Rates on Two Big Systems.

Special to The New York Times.

SACRAMENTO, Cal., April 19.—Evidence that the Southern Pacific and Santa Fé Railroad interests really lost their grip on California politics in the election two years ago is given in a decision by the State Railroad Commission which came in as a result of the victory of Gov. Johnson. It has decreed in the San Joaquin Valley case that rates shall be reduced to an extent that will cost the two lines in question more than $750,000 a year. In some cases tariffs that have long stood have been cut more than a third.

Business men of several large cities joined in the fight on the railroad company, and last September complaints were filed that were backed by a mass of evidence. The Railroad Commission had to spend months in hearings and in going over the evidence before it was able to get at the facts. The decision handed down takes 1,300 pages of typewritten matter and covers 625,000 rates. It was made by unanimous vote.

It is shown that in the year ending June, 1911, the Southern Pacific had gross earnings of $59,015,586 and net earnings of $23,366,358 on its traffic in this State; and that the Santa Fé had gross earnings of $17,050,923 and net earnings of $6,241,220. Under the reduction orders the Southern Pacific will lose about $500,000.

Other complaints are now before the commission affecting various localities, and on the basis of its San Joaquin decision further reductions are expected by shippers.

BALDWIN FLAYS REFORMERS.

Governor Sees Peril in Attacks Upon Constitutional System.

NEW HAVEN, Conn., April 19.—The professional reformer was attacked by Gov. Simeon E. Baldwin to-night in his lecture at Yale in the Dodge course on "Citizenship." Gov. Baldwin, who was formerly the Chief Justice of the State, termed the rank and file of reformers shammers.

A large part of his address was devoted to an exposition of the damage which the educated fanatic can do, especially to the American constitutional system. Gov. Baldwin was attacked by Col. Roosevelt as unprogressive during the last State campaign a year ago. He said:

"It is a great misfortune if he have the training of an educated man, powerful but incomplete to aid him in his crusade. Especially is this true, if his efforts are directed against any vital part of our constitutional system. In such case his every word should be taken as a call for the general forces of education to rally, in on, for the defense of American institutions.

"Refo is a good object to aim at, if the new form aimed at is really better, and far better, than the existing form. In most cases, if it be not better, it is not worth while to pursue it and for two reasons: First, because reform is a cry of enthusiasm and we can only be enthusiastic in striving to attain something far higher than ourselves; and, second, because we may lose more than we gain if we unsettle existing foundations which are fairly good by calling attention to their faults, in the hope only of making a slight improvement."

LATEST CUSTOMS RULINGS.

High Duty on Powder Puffs Under Wool Schedule—Other Decisions.

It was decided yesterday by the Board of United States Appraisers that wool powder puffs imported by Marshall Field & Co., must pay duty at the rate of 44 cents a pound and 55 per cent. under the wool schedule of the present Tariff act. It was claimed by the importers that the puffs should be regarded as "brushes" by the customs authorities, but Judge Chamberlain overrules the contention and affirms the Collector.

Davies, Turner & Co., failed to convince the general board that wool assessed at the high rates accruing on wool of the first class should be allowed to enter at the lower rates accorded wool of the third class. The board reaches the conclusion that the wool in question does not correspond to the Government's official samples. For this reason the protest is overruled.

The board took unfavorable action on a protest filed by the Italo-American Forwarding Company, relating to alcoholic medical preparations consisting of vermuth, containing nux vomica in bottles. Duty was taken at the rate of 55 cents a pound, while the importer claimed a rate of only $1.85 a case.

SIGNS REFORMATORY BILL.

Gov. Dix Also Approves Appropriation to Alter State House.

ALBANY, April 19.—Gov. Dix signed the Whitney bill to-day, appropriating $50,000 for the establishment of a new State Reformatory for male offenders.

Other bills signed provide for the following appropriations: $4,334,071 for the construction of State and county highways; $1,833,182, repairs to State highways; $95,641, maintenance and repair of highways improved or constructed by State aid; $1,000,000, reconstruction of damaged wing of State Capitol; $780,000, equipment and decoration of State Education Building; $500,000, re-establishment of the State Library; $100,000, improving the State House for the Court of Appeals.

LAND OFFICE REFORM ALARMS MINING MEN

Strict Rulings on Mineral Patents Declared to be a Menace to the West.

POOR PROSPECTORS BARRED

Paying Ledge of Mineral Must be Shown Before the Government Will Grant Title.

Special to The New York Times.

SALT LAKE, Utah, April 19.—Renewed trouble for the Taft Administration over the conservation laws is promised by mining interests in the Rocky Mountains. Recent decisions of the Land Office in refusing patents on mining claims and activities of forest rangers in holding mining concerns too strictly within regulations are declared to be unnecessarily hampering the mining industry. Protests have been sent to Senators and Representatives of Western States, and if the Land Office will not give way a hard fight will be made to change the present laws, and the Administration may suffer.

A ruling which shows the tendency of the Land Office in the matter of granting patents on mining claims was made in the case of a "prospect" in the rich Tintic district. Here the surface minerals did not show values sufficient to make it certain that the mine would pay, but certain indications on the ground and the tendency of veins in adjoining properties convinced the mining men interested that it would be worth while to develop the property. They sought a patent, but it was refused on these grounds:

> The exposure of substantiallly worthless deposits on the surface of a claim; the finding of mere surface indications of mineral within its limits; the discovery of valuable mineral deposits outside the claim, or deductions from established geological facts relating to it; one or all of which matters may reasonably give rise to a belief, however strong it may be, that a valuable mineral deposit exists within the claim, will neither suffice as a discovery thereon or entitle to be accepted as the equivalent thereof.
>
> To constitute a valid discovery on the claim for which patent is sought there must be actually and physically exposed within the limits thereof a vein or lode of mineral bearing rock in place, possessing in and of itself a present or prospective value for mining purposes; and before patent can properly be issued or entry allowed thereon that fact must be shown in the manner above stated.

Mining men declare that had such an attitude been taken in Washington in other years fully half the best mining properties in the West would never have been developed, because from surface indications no proof could have been given of the large deposits that lay beneath. They say that mining is largely a gambling proposition. The best mining man or engineer often is unable to judge by the surface showing what will be found underneath, but, judging by such indications as are held in the decision to be insufficient for proof, they are often willing to take chances and spend large sums of money in the hope of getting big returns. Many a failure has to be scored to every paying proposition that is developed. Mining traditions of the West are full of tales of small fortunes spent in development work that sometimes came out well and sometimes did not.

It is said that few speculative mining men would care to put their money into a proposition where they must develop a paying vein before they could get ownership, for they might have trouble in getting the title if some clerk in Washington did not take kindly to the proof offered. A prospector who endeavored to get backing to develop some find unless he could show a patent would have a hard time of it.

That the Land Office under its present chiefs is set on this rule, however, is shown in another case in the Detroit mining district in this State. Here testimony was offered before the Federal Register and Receiver which convinced them that a claim taken by the Ibex Mining Company should be patented. It was shown that there were many mineral indications on the surface, the same as those of other near-by mines that were paying propositions, and that a mining company that had developed other properties was willing to invest a large sum to develop the claim. The local officers held:

> We think from this showing there can be no question that the land is mineral in character and that there was a valid discovery of mineral in rock in place. There was testimony from several of the witnesses that the mineral showing was sufficient to justify a prudent man in developing the claim with a reasonable expectation of finding a valuable mine.

This decision, however, was reversed by Assistant Commissioner S. V. Proudfit of the General Land Office, one of the men intrusted with the reform of that bureau after Secretary Ballinger left the Department of the Interior and Secretary Fisher came in. He held that the preponderance of evidence showed that an insufficient amount of mineral of value had been discovered. Of this ruling The Salt Lake Tribune, an authority in mining matters, says:

> It is a most extraordinary change from the salutary and practical rules that have guided the department in the past in issuing mining patents. It throws the whole matter into uncertainty and makes the issue of a patent depend not on any established fact or series of facts, but on satisfying the opinion of some one who may or may not know or who may or may not be honest and intelligent. It would be quite impossible under this ruling for a prospector without much money to ever get a patent on a mine, for he would probably be unable to convince the desk man in Washington that he had a mine with the development which he might be able to make.

It is also declared that the Land Office is putting obstacles in the way of mining companies obtaining property near their claims necessary for the erection of necessary works, and that forest rangers unnecessarily interfere in the matter of roads and stringing of wires. These things undoubtedly will cut a figure in the coming election, for there is a strong resentment among mining men and other Westerners of wealth of the attitude of Secretary Fisher.

Prep School Festivities at N. Y. U.

Three cane spree contests and a basket ball game marked the opening day of the annual two-days' preparatory schools' celebrations at New York University, which began last night. In the former events the freshmen classes were victorious over the sophomores, winning two bouts out of three. The summaries of the cane spree contests were as follows:

Lightweight Class—Wolf, '15, 120 pounds, defeated Rashbaum, '14, 134 pounds, in 1:05.

Middleweight Class—Matson, '14, 152 pounds, defeated Sulzer, '15, 152 pounds, in 1:18.

Heavyweight Class—Murphy, '14, 168 pounds, defeated Cornell, '15, 163 pounds, in 0:23.

In the basket ball game the seniors defeated the junior class by the score of 19 to 18 in a close contest. The celebration will continue to-day with a baseball game between the N. Y. U. team and the Dickenson nine in the morning and the big preparatory school track meet in the afternoon.

To-night's Boxing Bouts.

Several bouts of importance are scheduled for to-night at the various local clubs. The Royale A. C. will put on three ten-round fights—Mickey Devine of New York versus Harry Theil of Brooklyn, Willie Chandler versus Young Driscoll, and Danny Davage, brother of "Jim," of Orange, N. J., versus "Bull" Anderson.

The main bout of the National A. C. of Brooklyn will be between Frankie Hufnagel and "Kid" Goodman.

At the Sharkey Club "Shamus" O'Brien of Yonkers has been matched to box Billy Galley, the Australian lightweight, in the ten-round wind-up.

Richie Ryan of the west side and Eddie Kelley of Harlem will be the star attraction at the Olympic Club, on West 125th Street, to-night.

Queal After Ten-Mile Record.

It will not be surprising to see the world's ten-mile professional record shattered when Billy Queal, the champion distance runner, toes the mark against A. E. Woods of England to-night in the Twelfth Regiment Armory in a match race at that distance. Queal says he is in excellent condition.

PSYCHIC HEALER SENT TO JAIL.

Texas Appeals Court Upholds Sentence Passed on Hindu Mystic.

Special to The New York Times.

DALLAS, Texas, April 19.—Bishop Singh, holy man of Punjab, psychic healer for pay, is no longer to carry on his lucrative practice in Texas unless he can obtain a special license to do so. The Court of Criminal Appeals has upheld a sentence of twenty days in prison and a fine of $100 because he operated without a special license, and the punishment is to be meted out again should he resume. Whether he will be able to get a license remains to be seen.

Bishen Singh some time ago established here "The Hindu Temple of Science and Health, the only one of its kind in America." He announced that he practiced the "ancient methods of the old masters and adepts." He surrounded himself with Oriental furnishings, and assumed the airs of one who has risen above the ills and troubles of mortal ones. He was able to attract many persons who suffered from various ailments, most of them women, and was growing prosperous when some of those who had received his treatments complained that they had really received nothing for their money, and the authorities arrested him on the charge of practicing without a license. The case went against him in the lower courts, but he took it up on appeal.

One of the points he relied on was the denial that he had received fees. The Appeals Court held, however, that the State was not compelled to show treatment and payment therefor in the case of the person named as complaining witness, but might show other treatments and offers to treat complaints.

It was shown in the record that Bishen Singh "gave treatment to a woman who applied for cure of a tumor and accepted pay therefor; rubbed his palms together, drew them several times across the afflicted part, threw his hands as though casting the tumor behind him, telling the woman the tumor would go away. He was thirty minutes at this treatment." For the treatment he told her at a given hour to look at a picture he had and to lie straight out and put her mind on that and be quiet, and not let any noise or person bother her at all.

HARD RIDE FOR GOVERNOR.

Oregon Executive Will Cross Mountains on Horse to Save Money.

Special to The New York Times.

SALEM, Ore., April 19.—Gov. West, the reform Executive of Oregon, is not to be outdone in democratic simplicity by Gov. Hunt of the new State of Arizona. He has announced that in the Autumn he will ride horseback from this city to Boise, Idaho, to attend the meeting of the Western Governors. The distance is 500 miles, and he will be compelled to go through much wild country and cross the Cascade Mountains.

The last Legislature allowed the Governor $500 for traveling expenses, and much of this has been spent already. The Governor declares that when the Fall comes not enough will be left to finance a trip by train, with the attendant comforts, and that he does not feel that he should deprive his family of comforts by paying his own way, so he will take one of his horses, put what things he needs in saddle bags, and make the journey that way. How he will save any money, unless he relies on the free hospitality of the people on the way, is a thing that cannot be figured easily. There is some suspicion that the Governor is moved more by a search for the backwoods vote than by economy in his plan.

One good, however, will come from the ride. It is the intention of Gov. West to make speeches at many places along the way, and the chief theme will be good roads, in which subject he is greatly interested. Measures to provide for an extensive system are to come up before the people by referendum at the coming election, and he will endeavor to stir up sentiment for them.

"I will find opportunity," he explains, "to meet and talk with hundreds of people in the mountainous districts who have not had such good opportunity as people in the cities to become familiar with prospective legislation. Whenever a stop is necessitated for the horse or myself I will preach the gospel of roads."

WOULD BAR NEGRO WOMEN.

Race Issue Raised in the Fight for Suffrage in Arkansas.

Special to The New York Times.

LITTLE ROCK, Ark., April 19.—Agitation for woman suffrage in this State has brought forth a new phase of that problem—the race issue. Those who are seeking the influence of women for an amendment to the State Constitution to provide for the extension of the ballot have been met with arguments that such a measure would again bring to the front the negro question. Prominent women and men high in politics are therefore exerting pressure to balk the suffragists.

An instance of the feeling was given at a recent meeting of a district federation of women's clubs at Augusta. Members of the club which was entertaining the convention arranged a table covered with suffragist literature and a group of pictures of leaders in the movement. Other members, however, insisted on the removal of the pictures and literature, declaring that they did not intend to have the negro women of the country placed on an equality with them, politically or otherwise. When a set of resolutions was brought forward in the convention declaring for woman suffrage twenty delegates refused to vote, and of the nine who did vote four were against the measure.

In consequence of this feeling the proposed amendment to the Constitution, for which petitions are being circulated, has been so worded as to bring the negro women under the same conditions as the negro men, most of whom are barred by the "grandfather clause." It reads:

"Female persons shall have the same right to vote as male persons now have or shall hereafter have under the Constitution and laws of this State."

It is proposed to put this amendment before the voters of the State at the coming election by the use of initiative. Petitions are being circulated among voters by the leaders of the agitation, and they hope to have 12,800 signatures by May 8, when the time for filing will expire.

TO HONOR TEXAS MOTHERS.

Observances Will Be Held in the State May 12—Tribute by Governor.

Special to The New York Times.

AUSTIN, Texas, April 19.—Preparations are being made in various places throughout Texas for an elaborate celebration on May 12 of Mother's Day, which it is planned shall become a yearly event. Gov. Colquitt has issued a formal proclamation calling for the keeping of the day and expressing his hope that it will become a custom. In it he says:

> It is our mothers that instill into our hearts the best principles of our lives. At mother's knee, where we used to rest our little heads and receive the gentle touch of her loving hands and the benediction of her kiss and prayers, we learned the first great principles of correct living.
>
> I adjure all the men, women, and children of Texas to recognize the debt of gratitude we owe to our mothers by rendering to them obedience, respect, and lovingly observe the duties due them throughout the entire year, and that all join in paying them one grand tribute on Mothers' Day.
>
> I respectfully recommend that the day be duly observed by appropriate services wherever the people are gathered together, and that proper and appropriate tribute be paid to our mothers, and that every person wear on that day the favorite flower of his mother, and if you do not recall her favorite then that you wear a white carnation. And if convenient and obtainable also wear a miniature American flag on the lapel of your coat in recognition of the great things accomplished under our form of government for the uplifting of womankind. At the noon hour of that day I also recommend that all repeat the following prayer:
>
> Now I lay me down to sleep.
> I pray Thee, Lord, my soul to keep;
> If I should die before I wake,
> I pray Thee, Lord, my soul to take.

Churches generally throughout the State will hold special services and in many places there will be meetings, while in homes the day will be kept as a family feast.

WOMAN TO CLIMB AN ALASKAN PEAK

Miss Keen Has Already Been Within a Day of Scaling Mount Blackburn.

RISKS OF 16,000-FOOT TRIP

Dangerous Crevasses, Fogs, Rain and Storms, and the Cold of Kennecott Glacier to be Met.

Special to The New York Times.

SEATTLE, Wash., April 19.—Miss Dora E. Keen of Philadelphia, who is to attempt the ascent of Mount Blackburn in Alaska a second time this month, made plans for the trip last Summer. It is understood that she has an independent fortune and travels in unfrequented places for the pleasure of making new scenic discoveries and entertaining her friends at home with descriptions of places seldom seen by Summer travelers.

Mount Blackburn is at the eastern end of the Alaska copper belt and is about 20 miles from the terminus of the Morgan-Guggenheim Railroad, which has just been built from Cordova on the southern coast to the Bonanza Mine, owned by the Guggenheims. The locality is sparsely settled and has one roadhouse and cabins for miners, who, all told, number only forty to seventy men. There were only three women in the settlement last year. Trains arrive there every other day.

Miss Keen took the railroad trip last year to see the glaciers and towering cliffs of the coast range. It was her intention to climb Mount Wrangell, a volcano, which is still active. It has eruptive periods, but lava seldom comes over the edge of the crater. The mountain smokes at intervals and showers of ashes cover its sides. Miss Keen was unable to find a guide. The Copper River Indians are very superstitious and live in fear of the volcano. Several members of the tribe, of which Dr. Billum is the chief, were exploring the mountain several years ago and were never seen afterward. It is believed they perished in an eruption. Since then the Indians have refused all offers to act as guides to exploring parties. The slopes are easily accessible, and the climb is only a continuous uphill walk of several miles.

Mount Blackburn, on the other hand, is extremely difficult of access. The sides of the mountain were never reached until John Barrett, Superintendent of the Blackburn Mines Company, whose property adjoins the Bonanza Mine and is owned by James Phillips, Jr., of New York, made his way to the base of Blackburn two years ago.

When Miss Keen heard of the peak on her arrival at Kennecott, the terminus of the railroad, she determined to climb to the top. Mr. Barrett went along as guide, and besides the head of the expedition, there were two assistants who looked after the dogs and camp outfit. They lived on Kennecott Glacier for nearly a week. Crevasses were met which had to be crossed, and the fogs which overhang the Kennecott in Summer made travel dangerous. It rained a good deal of the time directly over the glacier, while in the valleys near by the sun shone clearly. The rain and mist are caused by the contact of the warm currents of the valley with the ice-covered sides of towering Mount Blackburn.

The exploring party was within a day's journey of the top of the mountain when it was discovered that a severe storm was gathering in the north. The provisions were runnings short, and the party was beginning to feel rheumatic from long exposure on the glacier. In a final dash to reach the summit John Barrett cut steps in the steep slope to enable Miss Keen to climb with less effort. He had built the crystal stairway almost to the top when the head of the expedition, who felt personally responsible for Miss Keen's safety, insisted upon turning back, and his orders had to be obeyed. The party reached Kennecott before the storm broke. It was one of the most severe of the Summer, and the sides of Mount Blackburn were again covered with snow and ice, which never melt entirely from its surface.

In an effort to overcome the chill caused by sleeping on the ice, Barrett dug shallow pits in the glacier and stretched canvas over them, making an Alaska spring bed, and preventing the sleeper coming in direct contact with the ice.

Mr. Barrett knows the Alaska life thoroughly. He is a hunter and able to supply his camp with fresh meat. He can sharpen steel for the men at the drills in the mines. He is a practical blacksmith, and when necessary will shoe the horses of the pack train. He is a first-class packer and can throw the diamond hitch or the Humboldt hitch over the goods on a horse's back and the load will not move either in collision with trees or when the beast take to the river on the unbridged trail to the gold and copper camps in the interior.

Mt. Blackburn is more than 200 miles from Cordova, but the route is agreeably safe and interesting now that the railroad is completed to Kennecott. The perilous and strenuous part of the journey is scarcely twenty miles and the trail leads along the glacier where even the malamutes and huskies used in the dog team move cautiously.

One of Barrett's valuable dogs lost his footing on the edge of a crevasse recently and slid headlong into the yawning abyss, falling about 100 feet to the bed of the river. The crack in the ice was not very wide and it is believed that the dog's fall was broken by narrow spaces which momentarily checked his descent. He was heard howling plaintively at the bottom of the crevasse. Barrett tried to save him, but finding all efforts hopeless he finally endeavored to shoot the animal to end his misery. The dog was protected by a shelf of ice and the effort failed. Barrett then fed him daily by dropping meat down the crevasse until finally the howls ceased and death relieved his suffering.

The cracks in the glacier are caused in part by the extremes of heat and cold, the fact that the glacier is still alive and moving slightly, perhaps a foot in a year and partly by the earthquake shocks from Mt. Wrangell. The surface of the country has been changed many times in this region by severe shocks, and the glaciers crack more readily than the rocky hillsides. There was a very severe shock last Fall and Miss Keen may find more difficulties than she anticipates when she starts on her expedition.

Another and greater danger is from snowslides. Owing to the precipitous sides of Blackburn tremendous avalanches occur at frequent intervals, especially at this time of year. Nothing can save those in the path of an Alaska slide. The snowfall is extremely heavy and is often twenty feet deep on a level. In the gulches on the mountains the snow accumulates to a depth of fifty to 200 feet and is dislodged unexpectedly and carries huge boulders with it down the steep slopes burying everything in its path and packing so solidly at the base of the mountain that dynamite must be used to blast it.

Prof. Parker of Columbia has chosen the same time of year for the ascent of Mt. McKinley and he will meet similar difficulties. Mt. McKinley is 24,000 feet high, by estimate, and Mt. Blackburn about 16,000 feet. Miss Keen is the first woman to climb Alaska's icy peaks, and she has chosen one, that like Mt. McKinley, has never been explored by man.

Public School Contests To-day.

The final game of the indoor baseball championship tournament for the elementary schools of the Public Schools Athletic League will be played this afternoon at the Twenty-second Regiment Armory, starting at 2 o'clock, between Public Schools 83 and 62, Manhattan, for the city championship and the trophy donated by the Hon. Otto T. Bannard, emblematic of the premier honors at indoor baseball.

The Public Schools Athletic League will hold its annual elementary schools indoor swimming championships this morning at the Interior Baths, 232 West Sixtieth Street. Twenty-three schools in Greater New York have entered their swimming teams. Five weight classes will be contested as follows: 20 yards, 85-pounds class; 40 yards, 100-pound class; 60 yards, 110-pound class; 80 yards, unlimited weight class, and 160-yard relay four-boy team, each boy to swim 40 yards, for boys of any weight.

HADLEY TO USE INITIATIVE.

Missouri Governor Thus Hopes to Defeat the Democratic Senate.

Special to The New York Times.

JEFFERSON CITY, Mo., April 19.—Leaders of the Republican party in this State have under consideration a recommendation by Gov. Hadley that the party should officially employ the initiative, now a part of the State's system of legislation, to obtain the adoption of laws that have been blocked by the Democratic Senate. The Governor has struggled for years to get reform legislation through this body, but has been balked at every turn. Even though the gerrymander which gives the Democrats two-thirds of the body has been overturned, there is little hope of Republican control for some time to come, as the old apportionment also favors the Democrats.

One of the measures which Mr. Hadley would thus submit to the people is a bill for the creation of a public service commission like those of New York and Wisconsin. Such a bill was passed by the Republican House of the last Assembly, but killed in the Senate. It was drawn by qualified men appointed by the Governor.

Penitentiary reform is also on the list. There are now 2,404 convicts in the State penitentiary, and the conditions there are such that Gov. Hadley has been compelled to use his pardoning power in behalf of more than 200 young offenders whom he has paroled in the custody of citizens rather than send them to the institution. A bill for a reformatory has been drawn, and could go before the people in the shape it went before a Democratic Legislature to be defeated.

A model employers' liability law, a bill to simplify procedure in the Appellate Courts, one for a redistricting of the State so as to wipe out the present Democratic advantage, and another for home rule for St. Louis and Kansas City are measures pressed by the Governor. The State Committee has not yet decided just what it will do. Strong pressure is being brought to prevent its sanction of the initiative in this fashion, but it is likely to uphold Gov. Hadley. Should it refuse, the proposed measures will be put forward by the progressive Republicans independently.

Single Taxers will also try to submit a bill for their plan. School authorities will submit another for a one-mill tax for school purposes. James Eads How, backed by the State Federation of Labor, is preparing to submit what is known as the "right to work" amendment, which will provide jobs for the unemployed.

GIRL DRIVES MAIL STAGE.

Route Takes Her Over Thirty Miles of Lonely Road Daily.

Special to The New York Times.

DENVER, Col., April 19.—Miss May Robertson, 20 years old, is driving the mail stage between Meeker and Buford, in one of the wildest parts of the State.

Miss Robertson spent her early years on her father's ranch. She became a good rider and could use the lariat, and break broncos with the cowboys. When her father recently bought the stage line, which has a tri-weekly run between Meeker and Buford, she insisted that she should be the driver. Her father demurred, but she declared that she needed something to keep her busy and also was old enough to earn her own living. So the stage was turned over to her.

The road between the towns runs through cañons and forests, and there are some wild characters to be met along it. Miss Robertson, however, has means of protecting herself. She is strong, and asks no odds of men in handling luggage that goes by the stage. Capability in driving is required in taking the vehicle over the route, but she is fully equal to it.

TRANSFER OIL FIGHT TO EASTERN CITIES

Waters-Pierce Attorneys Seek Depositions of Rockefellers, Archbold, and Flagler.

INSIST TRUST STILL EXISTS

Hearings to be Held in New York, Philadelphia, and Pittsburgh—Government Gathering Evidence.

Special to The New York Times.

ST. LOUIS, Mo., April 19.—The Waters-Pierce Oil Company announced at the close of its St. Louis hearings to-night that it would at once carry the fight against the Standard Oil Company to the East.

The suit was brought to prove that the Standard Oil Company of New Jersey is not only attempting to get control of the Waters-Pierce Company, to complete a World's Oil Trust, but that it has formed a conspiracy which is violating the United States Supreme Court decision dissolving the trust and the decision of the Supreme Court ousting it from business in Missouri.

The Waters-Pierce attorneys, headed by Judge H. S. Priest, senior counsel, will leave for New York within ten days to compel the depositions of John D. Rockefeller, William Rockefeller, John D. Archbold, President of the Standard; J. A. Moffett, Vice President, and Henry Flagler, as well as many lesser men in the oil trust.

The purpose will be to force a nation-wide inquiry into the methods of the Standard Oil Company in perpetuating its combination and boosting its stock to high water mark since the United States Supreme Court ordered its dissolution. The Waters-Pierce officials assert they will show that the conspiracy to control the oil and subsidiary businesses of this country and foreign countries is more firmly established than ever before.

Hearings will be held in New York, Philadelphia, Pittsburgh, and Chicago. If necessary the Waters-Pierce people threaten to force the depositions of all the principal stockholders of Standard Oil. The examinations will be for the purpose of showing that there has never been a dissolution, that the United States Supreme Court and the Missouri Supreme Court have been defied, that the New Jersey Holding Company still controls all of the principal so-called independant companies, except the Waters-Pierce, through dummy Directors and dummy stockholders.

It is understood that agents of the Government are watching the hearings and gathering evidence for the Attorney General for further action, either civil or criminal.

The Titanic Disaster

makes especially timely three features of

To-morrow's Sunday Times

They are thrilling stories of great human interest, as follows:

Mystery, Tragedy, and Peril in the Path of Icebergs

Wireless Adds to Its Record as a Saver of Lives

Founder of the Astor Fortune Escaped Shipwreck Twice

There will be many other features of timeliness and wide appeal on a variety of subjects, including these:

The Health Officer of the Port Tackles Big Problems.

Panama Canal Will Be Finished on Time, Says Col. Goethals.

Municipal Markets to Help Solve High Cost of Living.

New Campanile to be Dedicated After Ten Years in Building.

John Muir, Just Returned from South America, Tells of Its Opportunities.

Two New Blights Threaten Untold Damage to Trees and Crops.

War Is Right, Peace Is Wrong, Says German Expert.

Head of Bahaist Religion Sends Message Through The Times.

"Life Could Be Prolonged," Says Well-Known Doctor.

Shakespeare House to Be Built Here.

Judge Fawcett on the Church's Curbing of Crime.

Hoaxes That Proved to be Boomerangs.

What College Men Are Talking Of from Coast to Coast.

Order To-morrow's Sunday Times To-day

The Times is Always Sold Out Early

HOE LIBRARY SALE AT HALF-WAY MARK

Day's Sessions of Great Book Dispersal Brings Grand Total to $1,577,126.25.

MANY FINE "HORAE" SOLD

George D. Smith Pays $1,435 for a 1507 French One—Keimscott Keats Goes for $105.

The sale of the first half, ten sessions, of Part III. of the Robert Hoe library was concluded at Anderson's last evening. The day's total was $16,782.50. The total for Part III. so far is $108,153.50. The grand total to date is $1,577,126.25. The chief items in the evening session were as follows:

"The gallant, delectable, and pleasaunt hystorie of Gerileon of Englande," by Steven De Maison Neufue Bordelois, translated into English by Myles Jennynges, small quarto, London, 1778, binding by David, $475, (G. D. Smith.)

"Knickerbocker's History of New York," by Washington Irving, New York, 1809, first edition, folding plate torn and repaired, two volumes in one, due decimo, binding by David, $115, (Smith.)

"Victo Hugo's "Nortre Dame de Paris," Paris, 1889-90, $115, (Smith.)

"Le Jugement de Paris," by Barthelemy Imbert, first edition, Amsterdam, (Paris,) 1772, binding by Derome, $180, (G. S. Hellman.)

"Les Bienfaits du Sommeil," by Imbert, Paris, 1776, binding by Gruel, $115, (Hellman.)

"The Beauties of the Court of King Charles the Second," by Anna M. Jameson, blue levant morocco, by the Club Bindery, London, 1833, $155, (Smith.)

"Poems of John Keats," edited by F. S. Ellis, Hammersmith, Kelmscott Press, 1894, binding by Zaehnsdorf, $105, (Smith.)

"De Imitatione Christi," by Thomas a Kempis, Lugduni, John and Daniel Elsevier, 1653, $100, (Smith.)

Many Fine "Horae."

Printed "Horae," or "Hours of the Virgin Mary," brought the highest price at the afternoon session. Nearly all of them were obtained by George D. Smith.

The top price, $1,435, was paid by him for a French "Horae," printed on vellum in Paris by G. Anabat about the year 1507. It is a quarto of 116 leaves, and is a fine copy of these rare "Grandes Heures," with the woodcuts and borders free from colorings. Mr. Smith also obtained the following:

"Horae," Venice, 1497, printed in red and black, 116 leaves, blue levant morocco binding by Camille-Benard, $275.

"Horae," 96 leaves, 17 large woodcuts, illuminated initials throughout, printed on vellum, Paris, Thielman Keryer, 1500, $410.

"Horae," 116 leaves, 18 large and 37 small woodcuts, red levant morocco binding by Lortic, Paris, 1500, printed on vellum, fine copy, with woodcuts free from coloring, $310.

"Horae," 92 leaves, 16 large wood cuts, illuminated initials throughout, printed on vellum, Paris, Simon Vostre, Circa, 1508, $225.

"Horae," 88 leaves, 26 small and 18 large woodcuts, including the "Vision of the Emperor Octavius" and the "Murder of Uriah," all illuminated in gold and colors, printed on vellum, Paris, circa 1510, old French green morocco binding by Derome, $650.

"Horae," 180 leaves, 14 large woodcuts, Paris, A. Verard, 1510, printed on vellum, from the collection of the celebrated French actress, Rachel, $310.

"Horae," 128 leaves, 17 full page woodcuts, Paris, Nicholas Higman, circa 1512, printed on vellum, $215.

"Horae," 140 leaves, 28 small and 19 full-page woodcuts, three of which are by Geoffroy Tory, Paris, Simon Vostre, circa 1514, printed on vellum, brown levant morocco binding by Hardy-Mennil, $275.

"Horae," 96 leaves, 13 large and 26 small woodcuts, Paris, Gillet and Germain Hardouyn, circa 1518, printed on vellum, dark brown morocco binding by Bedford, $305.

"Horae," 80 leaves, 19 small and 16 large woodcuts, Paris, circa 1534, printed on vellum, $435.

"Horae," 92 leaves, 17 large and 18 small woodcuts, illuminated in gold and colors, Paris, circa 1534, printed on vellum, red levant morocco binding by Chambolle-Duru, $260.

"Horae," 12 woodcuts in the calendar and 44 in the text, Paris, 1538, brown levant morocco binding by Bedford, $100.

With Monarch's Monogram.

Dr. A. W. S. Rosenbach paid $700 for a French "Houres," 168 leaves, fourteen small woodcuts, with borders introducing the salamander, the crowned monograms of Francis I. and Louise of Savoy, and the arms of France and Savoy, Paris, Thielman Kerver, 1552.

Among the other items sold were the following:

"A Challenge for Beautie," by Thomas Heywood, London, 1636, first edition, binding by David, $100, (Smith.)

"Sion and Parnassus," by John Hoddison, first edition, London, 1650, $200, (Smith.)

A collection of fifty plates by William Hogarth and others, in a scrap-book, binding by Zaehnsdorf, $145, (Smith.)

"Hogarth Illustrated," by John Ireland, London, 1798, first edition, $220, (Smith.)

"Homer's Iliad and Odyssey," in French, Paris, 1741, with arms of Madame de Pompadour on the sides and her signature on the title page, $160, (Smith.)

"Amanda, a Sacrifice to An Unknown Goddesse," by Nathaniel Hookes, first edition, London, 1653, $310, (Smith.)

There will not be any sale today. Two sessions will be held on Monday afternoon and evening.

HALE STATUE TO BE MOVED.

Will Be Set Up on Park Row to Protect It Against Subway Builders.

The statue of Nathan Hale in City Hall Park, on the Broadway side, will be transfered in a few days to the southeast corner of the park, on the Park Row side, in order to save it from posible damage while the excavation work for the new Broadway subway is going on.

The statue will remain in its new position until it has been finally determined whether or not the Post Office Building is to be removed. If the building is removed, the statue may be placed in still another spot, possibly on the site of the building.

GOT $30,000 IN BURGLARIES.

Police Believe They Have Men Who Robbed Fifty Brooklyn Apartments.

Three prisoners, each with a criminal record, according to the police, and all armed with revolvers, were brought into the Detective Bureau of the Brooklyn Police Headquarters yesterday afternoon and put through the third degree to explain why two of them happened to have about $800 worth of jewelry belonging to Assistant District Attorney Arthur H. Folwell of Brooklyn. It then became known that burglars entered Mr. Folwell's home at 305 Decatur Street, yesterday morning, after they had jimmied the front door.

The prisoners are Edward Dolan, 18 years old, alias Ruddy, 69 Hicks Street; John J. Wilson, 28, of 197 Washington Street, and Henry J. Schutter, 35, of 309 Atlantic Avenue. The first two were locked up in the Atlantic Avenue Station charged with burglary, and Schutter was charged with receiving stolen goods. They were arrested by Detectives Connor, Shay, and Byrnes at the Atlantic Avenue address, where Shutter keeps a small jewelry store.

The detectives had been watching Schutter's place for some time as they suspected that it was used as a fence for stolen goods. They saw Dolan and Wilson enter and found in their possession the jewelry which was identified later as the property of Mr. Folwell.

Acting Captain Coughlin says he learned from the prisoners that they had robbed at least fifty apartments in Brooklyn since Jan. 1.

Some of the recent robberies placed to their credit are: Apartment of Thomas Stephenson, first floor, 850 Eastern Parkway, $500 worth of jewelry; on the same day, $500 worth of valuables were stolen from the apartments of James L. McGill on the third floor of that address; apartments of Walter T. Nichols, 261 Garfield Place, $1,000 in valuables stolen; second floor of the same address, apartment of Severin C Spring, $1,000 worth of jewelry missing; apartment of Mrs. M. L. Hommedieu, 250 New York Avenue, $500 in valuables stolen. These robberies happened in the last few weeks.

The police searched Schutter's place later and found gold, silver, jewelry, and pawn tickets. The value of all the stolen property was placed at $30,000.

CHARGES AGAINST HARTRIDGE

Bar Association Bases New Action on Mrs. Thaw's Affidavit.

The Appellate Division of the Supreme Court heard arguments yesterday on the application of the Bar Association for the appointment of a referee to hear new charges against Clifford W. Hartridge. The charges concern alleged unprofessional conduct in the expenditure of money in behalf of Harry Kendall Thaw when he was under indictment for the murder of Stanford White. The application for the appointment of a referee was made by Lewis Cass Ledyard in person.

Hartridge opposed the application on the ground that the new charges against him involve the same subject matter as the charges which the Appellate Division dismissed some five weeks ago on the recommendation of Referee Hamilton Odell.

Mr. Ledyard, however, said that a new feature of the case was an affidavit by Mrs. Mary Copley Thaw, in which she said that she gave the money, which Hartridge expended among women of the underworld, for the employment of experts. She denied that she ever authorized Hartridge to expend money to keep them from telling what Hartridge asserts they knew to Thaw's disadvantage.

The charges against Hartridge grew out of a suit he brought to collect certain alleged disbursements in the Thaw case. The suit was thrown out of the United States Court with the judicial recommendation that Hartridge's bill be presented to the proper authorities for investigation as to the professional propriety and legal effect of his alleged expenditures.

Adverse Report on Chemical Bill.

WASHINGTON, April 19.—An adverse report on the Democratic House chemical bill was submitted to-day by the Senate Finance Committee. It declared the revision unnecessary, and that the Tariff Board should first report on it. The committee on the House sugar bill reported adversely. Senators Penrose and Simmons, leaders of the two sides of the chamber, agreed that there should be an early vote on the metal tariff bill.

Arrival of Buyers.

Arriving buyers may register in this column by telephoning 1000 Bryant.

N. Y. Sample Store, Omaha, Neb.; A. Bonoff, general mdse.; 9 West 19th.
Boston Store, Greenville, Penn.; S. Bender, general mdse.; 9 West 19th.
Frear, William H., & Co., Troy, N. Y.; C. C. Olcott, mourning goods; York.
Malley, E., Co., New Haven, Conn.; M. Reilly, domestics; 320 Church, Hermitage.
12th St. Store, Chicago, Ill.; J. Walsh, "jobs" laces, embroideries, trimmings; C. S. Mayer, "jobs" boys' wash suits, men's suits; 215 4th Av.
Moore & Williams Co., Decatur, Ill.; Mr. Williams, dry goods; Mr. Moore, notions; Miss French, ready-to-wear; 225 5th Av.; R 700.
Rachafsky Bros., Durango, Cal.; J. Cohan, general mdse. 9 West 19th.
Nugent, B., & Bro. D. G. Co., St. Louis, Mo.; S. V. Silverthorne, ladies' neckwear, trimmings; 31 Union Square; Broztell.
Hurst, John, & Co., Baltimore, Md.; W. P. Ttraub, prints; 31 Union Square.
Importers & Mfgrs. Co., Chicago, Ill.; A. J. Fashingbauer, silk ribbons; 621 Broadway.
Lersch, J. & Co., Elyria, Ohio; J. Lersch, domestics, silks, laces; 41 Union Square.
Kaufman & Co., Richmond, Va.; I. H. Kaufman, cloaks, suits; 621 Broadway.
Hale Bros., Sacramento, Cal.; T. C. Layton, clothing and furn. goods; 395 Broadway.
Wren, E., Co., Springfield, Ohio; M. F. Tucker, cloaks, suits; 41 Union Square.
Barnard, Sumner & Putnam Co., Worcester, Mass.; E. L. Child, petticoats, hdkfs., laces; 75 Spring.

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Wanted for the Pacific Coast on commission basis, line of cheap silk petticoats, line of cheap skirts, line of cheap silk dresses, line of silk kimonas, line of cheap tailored suits, line of cheap coats. Address S. B., Room 17, 789 Mission St., San Francisco, Cal.

Wanted—Line dresses or furs; drawing required. 611 Washington St., Room 304, Boston, Mass.

COLUMBIA FELLOWSHIPS.

Dean Carpenter's Son and an East Indian Among the Recipients.

Forty-two fellowship awards for the academic year 1912-13 were announced at Columbia University yesterday. Rhys Carpenter, the son of Dean William H. Carpenter, receives the Drisler Fellowship. He is a graduate of Columbia, and in 1910-11 went to Baliol College, Oxford, as an American Rhodes Scholar. Prabhakar S Shiltri, whose home is Thana, Bombay, India, received the Garth Fellowship. The awards were:

UNIVERSITY FELLOWSHIPS—A. G. A. Balz, Charlottesville, Va., philosophy; P. A. Chapman, Plainfield, N. J., romance languages; F. A. Dewey, Huntington, L. I., sociology; T. D. Eliot, Portland, Ore., social economy; R. S. Forsythe, Lincoln, Ill., English; L. A. Frye, St. Paul, Minn., constitutional and administrative law; J. S. Hepburn, Philadelphia, Penn., biological chemistry; J. R. Knipling, Brooklyn, N. Y., mediaeval history; L. L. Small, Seattle, Wash., mathematics; A. H. Sturtevant, Kushla, Ala., zoology; F. M. Van Tuyl, Denmark, Iowa, geology; G. F. Whicher, New York City, English.

Alternates in the Faculty of Political Science—R. Du Bois Cahall, Chicago, Ill., modern European history; H. N. Hart, White Plains, N. Y., political economy and finance; C. C. Maxey, Ellensburg, Wash., constitutional law; W. A. Sherman, Wickford, R. I., American history; E. L. Clarke, Canon City, Col., sociology.

Alternates in the Faculty of Philosophy—W. H. Mechling, Philadelphia, Penn., anthropology; J. C. Andreasohn, Milwaukee, Wis., Germanic languages and literatures; G. O. Ferguson, Jr., Leesburg, Va., psychology; C. A. Carroll, New York City, English; C. Elson, Kane, Penn.; Germanic languages and literatures.

Alternates in the Faculty of Pure Science—E. Schramm, New York City, chemistry; J. S. Dexter, Ashland, Wis., zoology; E. W. Weibel, Lawrence, Kan., physics; L. O. Kunkel, Mexico, Mo., botany.

ENDOWED FELLOWSHIPS.

Drisler Fellowship—R. Carpenter, New York City. Mosenthal Fellowship—E. Kilenyi, New York City. Schiff Fellowship—R. R. Ammarell, West Leesport, Penn. Proudfit Fellowship in Letters—E. Colby, New York City. Carl Schurz Fellowship—D. P. Gilmore, New York City. Garth Fellowship—P. S. Shiotri, Thana, Bombay, India. Samuel Anthony Goldschmidt Fellowship—J. S. Bates, Wolfville, Nova Scotia. Gilder Fellowship—A. J. Lien, Delevan, Minn.; L. B. Veeder, Utoca, N. J., and W. Sheperdson, New York City. Tyndall Fellowship—W. S. Nelms, New York City.

Special Fellowship—C. W. Metz, Sheridan, Wyo.

Teachers College Fellowships—B. B. Chapman, Fymble, Sydney, N. S. W.; W. D. Head, Somerville, Mass.; T. Hill, Middlebourne, West Va.; E. W. Knight, Durham, N. C.

This marks the first award of the Gilder Fellowships, which were recently established by popular subscription in memory of Richard Watson Gilder.

CAN'T SELL STOCK STAMPS.

Court Decides That Speculators Buy Them at Their Peril.

The Appellate Division handed down a decision yesterday upholding the constitutionality of a provision of the State transfer tax law which forbids the sale of stock transfer tax stamps by persons not authorized by the State Controller. The law was bitterly fought by the dealers in stamps. The decision of the court was by a divided vote, three to two.

The dissenting Justices, Scott and McLaughlin, disagreed with Presiding Justice Ingraham and Justices Laughlin and Clarke, holding that since stamps had been purchased by dealers before the amendment in question was passed, the amendment was unconstitutional because it destroyed the dealer's property. The test case on behalf of the dealers was made by Alfred A. Isaacs.

The amendent was passed by the Legislature at the request of Controller William Sohmer, after an investigation of the small revenue from the tax revealed that persons in the financial district had bought canceled stamps, washed the cancellation marks off with chemicals and resold them. The tax is two cents on the hundred dollars of face value of stocks transferred.

The prevailing opinion of the court holds that the stamps were never intended to be used as articles of merchandise and that those who may have bought them without intent to use them dealt in them at their own peril.

Lecture on French Caricature.

Prof. M. D. Jordan of Columbia University will give a French lecture, with illustrations, Saturday evening at 8:15, at the French Y. M. C. A., 109 West Fifty-fourth Street. The subject will be "La France et la Caricature Satirique."

Weather in Cotton and Grain States.

Special to The New York Times.

WASHINGTON, April 19.—The following is the forecast for Saturday and Sunday as issued by the United States Weather Bureau for the cotton and grain States:

North and South Carolina—Fair in eastern, showers in western portion Saturday. Sunday showers; moderate variable winds, becoming easterly.

South Carolina and Georgia—Increasing cloudiness Saturday, followed by showers at night and on Sunday; light to moderate variable winds, becoming easterly.

Florida—Fair Saturday and Sunday, except showers in extreme northern portion; moderate easterly winds, probably brisk over northwest portion.

Alabama and Mississippi—Showers Saturday and probably Sunday; moderate to brisk easterly and southeasterly winds.

Louisiana—Showers Saturday, Sunday, cloudy; moderate east to south winds.

Eastern Texas—Showers Saturday, Sunday, probably fair; moderate east to south winds.

Western Texas—Local rains Saturday, except fair in extreme western portion. Sunday, fair.

Utah—Local rains or snows, followed by clearing Saturday. Sunday, fair and warmer.

Oklahoma—Showers and probably thunderstorms Saturday. Sunday, cloudy and cooler.

Arkansas, Tennessee, Kentucky, Indiana, Missouri, Nebraska, and South Dakota—Showers Saturday and probably Sunday.

Ohio—Increasing cloudiness, followed by showers Saturday. Sunday showers; moderate variable winds.

Illinois—Unsettled, probably showers Saturday and Sunday; warmer in northern and central portions Saturday.

Lower Michigan and Wisconsin—Increasing cloudiness Saturday, probably followed by rain by Saturday night and on Sunday; moderate variable winds, becoming easterly.

Upper Michigan—Probably fair Saturday. Sunday rain or snow.

Minnesota—Increasing cloudiness, probably followed by rain by Saturday night and on Sunday.

North Dakota—Showers Saturday. Sunday cloudy.

Kansas—Showers Saturday and probably Sunday.

FIXING WASHINGTON MARKET.

Committee of Women Made City Polish It Up After Their Visit.

The city is making extensive improvements to Washington Market, and when the work is completed the old market patrons will scarcely be able to recognize it. The improvements are due mainly to a visit made to the market a little more than two weeks ago by the Housewives' League. Mrs. Julian Heath, President of the League, and several of its members, then went there for the purpose of demonstrating to the city the need of public markets. The members of the league were warmly welcomed by the market men.

Mrs. Heath and her associates found room for improvements. Carl A. Koelsch, President of the Washington Market Merchants' Association, with a committee from the market discussed the contemplated improvements with them, and Assistant Commissioner of Public Works William R. Patterson, and as a result of the meeting the city decided to make the changes recommended.

The city has just placed awnings and window shades in the market at a cost of $2,200, and tile counters with marble tops are being installed throughout the building to replace the old wooden counters. The gas light system is to be replaced with a modern electric lighting system at a cost of $2,300. It is planned to put an entire new floor in the building, and to make everything throughout the market as sanitary as possible.

Mr. Koelsch said yesterday: "Our patrons are delighted with the new awnings and shades. Other communities have heard of the recommendations in the way of improvements made to the city by the Housewives' League, and have requested us to let them know the nature of the improvements."

Mrs. H. J. Heinz Not Injured.

Mrs. H. J. Heinz, wife of the Pittsburgh pickle manufacturer, was incorrectly reported to have been injured in an automobile accident in the Jericho Turnpike, Mineola, L. I. The woman who was injured was named Hines.

TRAVELERS' GUIDE—STEAMSHIPS.

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Atlantic Service
London-Paris-Hamburg

APRIL SAILINGS
Pres. Lincoln..25th, 1 P. M.
Kais'n Aug.Vic.30th, 9 A.M.

MAY SAILINGS
‖Pretoria ... 4th, 12 Noon
Victoria Luise. 7th, 10 A. M.
‖*Batavia ....11th, 1 P. M.
Amerika ....16th, 9 A. M.
Pres. Grant...18th, 10 A. M.
‖Pennsylvania.23d, 11 A. M.
Cincinnati ...25th, 1 P. M.
Kais'n Aug.Vic.30th, 10 A.M.

JUNE SAILINGS
Victoria Luise. 6th, 9 A. M.
Pres. Lincoln. 8th, 11 A. M.
Amerika ....13th, 9 A. M.
‖Pretoria ...15th, 9 A. M.
Cleveland ...20th, 10 A. M.
Hamburg .....22d, 12 Noon
Kais'n Aug.Vic.27th, 9 A.M.
Pres. Grant...29th, 10 A. M.
*Hamburg direct. 2d cabin only.
‖ Will call at Boulogne.

Mediterranean
Gibraltar, Naples, Genoa
S. S. Hamburg....May 15, 9 A. M.
S.S. Moltke, May 29, July 6, 10 A.M.

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BANKRUPTCY NOTICES.

NO. 16,420.—IN THE DISTRICT COURT OF the United States for the Southern District of New York—In Bankruptcy.—In the matter of JAMES W. CARROLL and DAVID H. MILLMAN, copartners, trading as J. W. CARROLL & COMPANY, bankrupts:

To the creditors of James W. Carroll and David H. Millman, copartners, trading as J. W. Carroll & Company, of the City and County of New York, and district aforesaid, bankrupts:

Notice is hereby given that on the 18th day of April, A. D. 1912, the said James W. Carroll and David H. Millman, copartners, trading as J. W. Carroll & Company, were duly adjudicated bankrupt, and that the first meeting of creditors will be held at the office of William Allen, Referee in Bankruptcy, No. 67 Wall Street, City and County of New York, on the 29th day of April, A. D. 1912, at 10 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a Trustee, examine the bankrupts, and transact such other business as may properly come before said meeting.

WILLIAM ALLEN,
April 18th, 1912. Referee in Bankruptcy.

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CARONIA — May 4, 10 A.M. June 29; June 1, 10 A.M. July 31
CAMPANIA — May 15, 1 A.M. June 26; June 5, 1 A.M. July 17
CARMANIA — May 18, 10 A.M. July 13; June 15, 10 A.M. Aug. 10

The "Lusitania," "Mauretania," and "Campania" will sail from New York at 1 A. M. Wednesdays, subject to the discretion of the Commander.

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NEARBY SAILINGS
Lapland..... April 20, 10:00 A. M.
Celtic..... April 25, 12:00 Noon
Kroonland... April 27, 10:00 A. M.
Adriatic..... May 2, 12:00 Noon

WHITE STAR Piers 59 & 60, N. R.
Plymouth—Cherbourg—Southampton
Olympic (new)..May 4 | Oceanic.....May 18
Philadelphia.....May 11 | Olympic (new)..May 25
New York—Queenstown—Liverpool
Celtic.....Apr. 25, noon | Baltic.....May 9
Adriatic....May 2, noon | Cedric.....May 16

AMERICAN Pier 62, N. R.
9:30 A. M.
Plymouth—Cherbourg—Southampton
St. Louis.....May 11 | New York.....May 25

ATLANTIC TRANSPORT
New York—London Direct, Pier 58, N.R.
Minnetonka..May 4, 10:30 AM | Minnewaska..May 18
Minnehaha...May 11, 1 PM | Minneapolis..May 25

RED STAR Pier 61, N. R.
10 A. M.
London, Paris via Dover—Antwerp
*Lapland .....Apr. 20 | Finland.....May 4
Kroonland.....Apr. 27 | Vaderland.....May 11
*Will call at Plymouth and Cherbourg, omitting Dover.

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CANOPIC, Ap. 27, 5 P.M. CRETIC, May 18, 11 AM

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*La Savoie.....April 25 | *La Lorraine.....May 23
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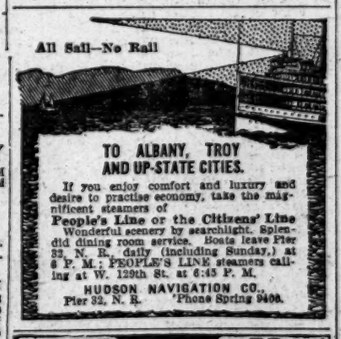
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Sun rises..5:14 | Sun sets..6:44 | Moon rises..10:58

THE TIDES.

	High Water. A.M.	High Water. P.M.	Low Water. A.M.	Low Water. P.M.
Sandy Hook	9:28	9:55	3:30	3:27
Governors Island	9:35	10:04	3:37	3:45
Hell Gate	11:25	11:54	5:23	5:20

Arrived—Friday, April 19.

SS Mauretania, Liverpool, April 13.
SS Macedonia, Patras, April 4.
SS Baron Jedburgh, Rio Janeiro, Mar. 30.
SS Parima, St. Thomas, April 14.
SS Vizcaina, Cabarlen, April 13.
SS Momus, New Orleans, April 14.
SS El Norte, Galve

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BETHLEHEM STEEL STRONG

Preferred Rises Over 7 Points; Western Union Up 3—Favorable Bank Statement Indicated.

Dwindling to still smaller proportions the stock market yesterday, except for unusually wide movements in the Bethlehem Steel shares and in Western Union, was given over to practical neglect. This was in keeping with the spirit which has prevailed on the Stock Exchange since the news of the great disaster, which has turned this week into one of mourning. A heavy tone prevailed during most of the session, but the losses which occurred during this period were in large part offset by advances in the last half hour of trading, which reduced the net losses and in some cases brought net gains. The whole movement, however, apart from its irregularity, was hardly sufficiently pronounced to give the market any more significance than might be expected to attach to trading which had decreased to a bare one-third of the total recorded a week ago. News of the arrangement entered into between the Western Union Telegraph Company and the Marconi Company offered itself as the explanation of the rise of over 3 points, which took place in Western Union. In the case of the gain of over 7 points in Bethlehem Steel preferred, accompanied by an advance of more than 3 points in the common, it is clear that those whose buying brought about this advance were helped in furthering the forward movement by the absence from the market of any large amount of stock.

The reply sent yesterday by the locomotive engineers to the committee of railroad managers, suggested no middle course by which possibly a strike could be avoided, although until an order calling the men from their work has actually been issued by the union officials, there is left the hope that this difficult situation will be handled by less drastic means than an actual test of strength between the engineers and the railroads with the public suffering by the contest. Somehow the attitude which the railroad managers disclose in their correspondence with the representatives of the engineers' union, seems to assume that the men will not go to the extent of actually declaring a strike. If the railroads are really confident in that attitude there may be further reason than appears on the surface for dismissing the likelihood of a strike, but on the record as it now stands more or less concern must be felt less this phase of the labor situation should be settled only at the expense of a costly strike. The grain markets continued their advance, although reports from the Winter wheat field contained an even larger element of favorable news than on earlier days since crop damage reports began to find reflection in rising prices for wheat.

If yesterday's indications are borne out in to-day's bank statement a further gain in cash is likely to bring the surplus to a still higher figure than that reported a week ago. So far as the loan account is concerned it is clear that conditions on the Stock Exchange this week have not favored any increase in the amount of loans made for stock market purposes.

CALENDAR FOR TO-DAY.

BOOKS CLOSE.

Diamond Match Company for annual meeting.
Furnace Company for Pennsylvania for dividend on preferred.
Homestead Mining Company for dividend.
H. R. Worthington Company for dividend on preferred.
International Steam Pump Company for dividend on preferred.
Milwaukee Electric Railway and Light Company for dividend on preferred.
Pacific Power and Light Company for dividend on preferred.
Railways Company General for dividend.
Steel Company of Canada for dividend on preferred.

DIVIDENDS PAYABLE.

Cleveland, Cincinnati, Chicago & St. Louis Railroad on preferred.
Delaware, Lackawanna & Western Railroad.
Georgia Railway & Electric Company on preferred.
Harbison Walker Refractories Company on preferred.
La Rose Consolidated Mines.
Nipissing Mines.
North Butte Mining Company.
Plymouth Cordage Company.
Shawinegan Water and Power Company.
Tonopah Mining Company.
Union Ice Company of Pittsburgh.
Virginia Railway and Power Company on common.
Vulcan Detinning Company on preferred.
Western Maryland Railroad on preferred.
Wettlaufer-Lorraine Silver Mines.

MONEY AND EXCHANGE.

Money on call loaned on Stock Exchange collateral at 2½@3 per cent., with the last loan at 3 per cent. Most of the day's loans were made at 2¾@3 per cent.

Time money rates, 3¼@3½ per cent. for sixty days, 3½@3¾ per cent. for ninety days, four, five and six months, and 4@4¼ per cent. for nine to twelve months.

Commercial paper was quoted at 4@4½ per cent. for prime four to six months maturity.

Private discount rates abroad: London, 3 7-16 per cent., off ⅛ per cent.; Paris, 3 per cent., unchanged; Berlin, 3¾ per cent., unchanged.

New York Clearing House statement: Exchanges, $303,391,375; balances, $10,485,807; Sub-Treasury credit balance, $408,827.

The local banks lost $625,000 on their Sub-Treasury operations this week.

Foreign Exchange rates at the points noted were quoted as follows at the close of business yesterday:

CABLE AND SIGHT RATES.

London—Cable, $4.87⅜; demand, $4.8730.
Paris—Cable, 5.17½; check, 5.18¾ plus 1-32.
Berlin—Cable, 95¼; check, 95 3-16 less 1-32.
Switzerland—Cable, 5.18¼ less 1-32; check, 5.18¾.
Holland—Cable, 40.36; check, 40.32.
Belgium—Cable, 5.20⅝ plus 1-32; check, 5.20⅝ less 1-16.

SIXTY AND NINETY DAY BILLS.

London—Bankers', sixty days, $4.8425; ninety days, $4.8295.
London—Commercial, sixty days, $4.84; ninety days $4.82⅝.
Paris—Bankers', sixty days, 5.21¼; ninety days, 5.22½ less 1-16.
Paris—Commercial, sixty days, 5.21¼; ninety days, 5.22½ plus 1-32.
Berlin—Bankers', 94¼; ninety days, 94¼.
Berlin—Commercial, sixty days, 94 7-16; ninety days, 94⅛ plus 1-32.

DOMESTIC EXCHANGE RATES.

Boston, 5c premium; Chicago, 35c premium; St. Louis, 30c premium; St. Paul, 45c premium; San Francisco, 20c premium; Montreal, 46¼ premium.

SILVER QUOTATIONS.

Bar silver was quoted 1-16 higher in London, at 27⅝d per ounce, and ⅛c higher in New York, at 59⅝ cents. Mexican dollars were quoted at 47c.

NEW YORK CITY BONDS.

	Yesterday. Bid.	Asked.	Thursday. Bid.	Asked.
4½s, May, 1957, old	106⅜	107	106⅜	107⅛
4½s, Nov., 1957, new	106⅜	107	106⅜	107⅛
4½s, May, 1917, old	101¼	102¼	101¼	102¼
4½s, Nov., 1917, new	101¼		101¼	
4½s, Mar., 1930-60, old	101¼	102	101¼	102
4½s, Sept., 1960, new	101¼	101⅝	101	101⅛
4s, May, 1959, f'chg	99¾	100	99¼	100
4s, Nov., 1959, f'chg	99¾	100	99¼	100
4s, May, 1957, f'chg	99¾	100	99¼	100
4s, Nov., 1955-6, reg	99¾	99¼	99	99¼
4s, May, 1919, f'chg	99¾	99¼	99	100
3½s, Nov., 1954, f'chg	88½	87¼	88¼	87¼
3½s, May, 1954, coup	88½	87¼	88¼	87¼
3½s, May, 1954, reg	88½	87¼	88¼	87¼
3½s, Nov., 1941, reg	88	86	88	86

TOPICS IN WALL STREET.

Diminishing Trading.

The gloom which enveloped the civilized world with the growth of the Titanic tragedy from day to day may not have been entirely responsible for the lessening volume of trading on the Stock Exchange, but it undoubtedly played an important part. On Monday, when the first news of the disaster reached New York, 908,000 shares were sold, later news that day from the White Star offices indicating that no lives had been lost. On Tuesday 771,000 shares were sold; on Wednesday, 508,000, and on Thursday 439,000. The financial district was so depressed yesterday that business was almost neglected, and the total trading for the day amounted to but 353,000 shares. It was not the money loss that affected the market, for prices have not been depressed.

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Early Telegraphy.

The present interest in wireless is perhaps no greater than the excitement caused some sixty years ago by an extension of the use of the telegraph, then still in somewhat crude form. In 1851 the first use was made of the telegraph for dispatching train orders. Prior to that the dispatcher walked out to the train platform and gave the engineer directions for the trip or day. Charles Minot, General Superintendent of the Erie, had a telegraph line built along part of the system, and his first order was of such nature as to test the efficacy of the new system. The Erie's day express out of Jersey City and an incoming train were accustomed to pass this side of Goshen, N. Y. The first order was to the agent at Goshen: "Hold the train for further orders." The second message was addressed jointly to the engineer and conductor of the express and read: "Run to Goshen regardless of opposing train." History shows that the "opposing" train was sidetracked at Goshen and so ceased to oppose. An elaborate bronze tablet commemorating this event is to be dedicated at Harriman, N. Y., on May 2. The monument bearing the tablet, as well as the cost of shaping it, was contributed by Mrs. E. H. Harriman. Andrew Carnegie, at one time a railroad telegrapher, was the next largest contributor to the fund for erecting the tablet. The Erie has recently dispensed with telegraphic dispatching to some extent and is using the telephone.

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Continued advances were scored by the Bethlehem Steel issues yesterday to the accompaniment of the repeatedly-denied rumors that prospective new financing would make imminent revival of the preferred stock dividends. The activity of the common and preferred stocks was the more noticeable by contrast with the apathy which has over taken the general list, but the stocks in the last hour actually became the leaders of the market, passing Steel, Reading, and Union Pacific in the aggregate of shares appearing on the tape. Between 2 and 3 o'clock, for instance, 14,300 shares of the common stock were traded in, against Steel's total for that hour of 13,800 shares. The common stock, which had closed on Thursday at 38⅛, sold up to 42, and closed at 41⅜, a net gain of 3⅛ points. The preferred rose from Thursday's last price of 66¼ to 74½, and closed at 73⅞, a net gain of 7⅝. The bonds, too, shared in the activity, and again advanced to new high records. They had closed at 99½ on Thursday, and on very heavy trading advanced to 102, closing at 101½, a gain of 1 point. There were 21,300 shares of common and 23,300 of preferred reported, and at the close these stocks showed net gains for the week of 6⅜ and 10⅞ points respectively.

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Heavy Bank Clearings.

Bank exchanges for the week totaled $3,287,812,517, which is a gain of 34.5 per cent. over the same week of 1911, and of 17.8 per cent. over the corresponding period in 1910. A large part of the gain is of course due to the stock market activities at New York, where the percentage of advance over the two years past was 44.2 and 21.7 per cent respectively, and the fact that Good Friday last year fell in this week is also a factor; but advances outside of this city of 17.9 per cent. over 1911, an dof 10.4 per cent. over 1910 "undoubtedly reflect considerable expansion of commercial and industrial operations," says Dun's Review.

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Stock Market Averages.

The average price of twenty-five typical railroad and twenty-five industrial stocks on the Exchange yesterday were somewhat below Thursday's figures at the mean of the day's trading, but closed with a fifth of a point gain for the industrials, the railroads closing about even with the last prices of Thursday. The averages follow:

1912.

RAILROADS.

		High.	Low.	Mean.	Last.
Thur.,	Apr. 18	94.96	94.26	94.61	94.44
Fri.,	Apr. 19	94.60	94.16	94.38	94.46
†Year's range		91.43		96.20	88.74

INDUSTRIALS.

		High.	Low.	Mean.	Last.
Thur.,	Apr. 18	69.70	69.16	69.43	69.29
Fri.,	Apr. 19	69.58	69.05	69.32	69.50
†Year's range		64.00		70.52	61.47

*Also on Feb. 27.

1911.

RAILROADS.

		High.	Low.	Mean.	Last.
Thur.,	Apr. 20	92.62	92.16	92.39	92.32
Fri.,	Apr. 21	92.45	92.10	92.27	92.28
†Year's range		91.79		97.49	91.61

INDUSTRIALS.

		High.	Low.	Mean.	Last.
Thur.,	Apr. 20	64.21	63.75	63.98	63.85
Fri.,	Apr. 21	63.77	63.41	63.59	63.54
†Year's range		62.95		67.17	62.95

	High.	Low.
Full year's range, 1911.	June 10.	Sept. 25.
Railroads	99.20	84.40
Industrials	68.97	54.74

†To date.

SHORT TERM NOTES.

	Maturity.	Bid.	Ask.	Yield.
Amal. Copper	Apr. 1'13	100⅜	100⅝	4.13
Balt. & Ohio	4½ June 1'13	100⅛	100⅜	4.14
Beth. Steel Co.	6 Nov. 1'14	102		4.74
Ches. & Ohio	4½ June 1'14	99¼	99¾	4.74
C. H. & D. purchase money	4 July 1'13	99⅝	99¾	4.30
Chi. & Alton	5 Mar. 15'13	99	99⅜	5.30
Chi. Mil. Ryn	5 July 1'14	103¼	103½	5.73
Erie	6 Apr. 8'14	101¾	101¾	5.20
Erie	6 Oct. 1'14	99⅝	99⅝	5.12
Erie	5 Apr. 1'13	99	99⅛	5.28
Gen. Motors	6 Oct. 1'13	99⅝	100	6.00
Gen. Rubber	4½ July 1'13	97	97⅜	5.41
Hudson Co.	6 Feb. 1'13	99⅝	100	6.00
Int. & Gt. N.	5 Aug. 1'14	98	98⅜	5.87
Int. Harv. Co.	5 Feb. 1'13	100⅛	100⅜	4.80
Lack. Steel Co.	5 Mar. 1'13	90⅜	91½	9.00
Mo., K. & T.	5 May 1'13	99¼	99⅜	5.23
Mo. Pacific	5 June 1'13	95⅝	96	7.00
M. C. of Mex.	4½ Sep. 1'13	99½	97⅜	6.62
N. Y. R'y. of M.	4½ June 1'13	97¼	98	6.48
N. Y. Central	4½ Mar. 1'14	100⅜	100⅝	4.28
Pac. T. & T.	5 Jan. 5'13	100⅛	100⅜	4.39
St. L. & S. F.	5 Called	100	100¼	
St. L. & S. F.	5 June 1'13	99⅝	99¾	5.00
Southern Ry.	5 Feb. 1'13	100¼	100⅜	4.85
U. S. Rubber	6 Dec. 1'13	104	104½	5.13
U. S. Smelt., Ref., & Min.	6 Aug. 1'14	98½	99¼	5.87
Westinghouse	5 Aug. 1'13	101¼	101⅜	4.78

FINANCIAL NOTES.

State Supt. of Insurance Emmet has approved the increase in the National Surety Company's capitalization from $1,500,000 to $2,000,000.

The Trenton Potteries Company has declared a dividend of 1 per cent. on the noncumulative preferred and 5 per cent. on the cumulative preferred stock payable April 25.

STOCKS OUT OF TOWN

Philadelphia Has Busy Day with Pennsylvania Salt Warrants, Which Advanced to 44½.

HOLIDAY ON BOSTON 'CHANGE

Recent Activity Is Followed by a Return to Dullness at Chicago and Other Points.

Patriots' Day, a holiday in Massachusetts, brought about the closing of the Boston Stock Exchange yesterday. Reports to THE NEW YORK TIMES showed few price changes at other trading centres.

There was good buying of Maryland Trust at Baltimore, and while the price showed no advance all offerings were readily taken. G. B. S. Brewing shares were fractionally firmer and United States Fidelity was strong and higher on moderate transactions.

Dull trading on the Chicago Exchange left only small price changes, these being divided between gains and losses compared with Thursday night. McCrum-Howell preferred declined 1½ at the lowest, but closed at 13, 1 point off, while the common, at 2½, was a fraction down. Chicago Railways Series 2 and Can common were off fractions. Sears-Roebuck, Diamond Match, and Can preferred advanced fractionally.

Reports are current that the Chicago Railways Company is making every effort to arrange a settlement with opposing forces so that the interest on the securities issued at the time the Consolidated Traction Company was purchased can be paid and dividends resumed on the Series 1 participation certificates. Money enough has been earned to meet these obligations, it is said, and they will be paid if the litigation can be cleared up.

Heavy buying of Pennsylvania Salt warrants was the chief feature of the day's trading on the Philadelphia Exchange. Opening unchanged at 41½, they were gradually advanced to 44½ at the close. One well-known Chestnut Street house did most of the buying. The old stock was quoted ex warrants at 95, compared with 114 rights yesterday. Aside from these fluctuations and a two-point rise to 28 in Keystone Telephone preferred, the local market was comparatively quiet. General Asphalt shares were in some demand and there was the usual trading in United States Steel, which hardened at the close after ruling heavy during the earlier dealings. Rapid Transit eased off a trifle, as did Tonopah Belmont, but the latter subsequently rallied.

While trading was dull on the Pittsburgh Exchange, the market was not without several features. Among them was Pleasant Valley. That issue sold at 20, which compares with 25, the last posted transaction, in November last. Recently, however, the stock had offered as low as 22. High Grade Oil preferred rose an additional $1, to $4, the high record to date.

American Sewer Pipe rose an additional fraction, to 12⅞. The advance of the last few days has revived the old rumor that the company will asorb one or more of its rivals.

BALTIMORE.

STOCKS.

Sales.		High.	Low.	Close.
10	Con. Power pf.	114	114	114
460	G. B. S. Brewing	4	4	4
100	Houston Oil pf. t. c.	62¾	62¾	62¾
150	Inter. & Gt. Nor. Corp.	50½	50½	50½
108	Maryland Trust	110	110	110
20	Maryland Trust pf.	118	118	118
100	Penn. Water & Power	68	68	68
10	Seaboard Air Line	25½	25½	25½
60	U. S. Fidelity	182	182	182
800	U. S. Rys.	21¾	21¾	21¾

BONDS.

$5,000	A. C. L. con. deb. 4s.	103⅝	103⅝	103⅝
2,000	Balt. City 5½s, 1980	90	90	90
11,000	Balt. City 5½s, 1927	87⅜	87⅜	87⅜
1,000	Baltimore Electric 5s	99⅝	99⅝	99⅝
22,000	Balt. & Anap. S. L. 5s	77½	77½	77½
8,000	Con. Power notes	100¼	100¼	100¼
9,000	Cotton Duck 5s	75½	75½	75½
2,000	Con. Power 4½s	90¾	90¾	90¾
1,000	Con. Coal ref. 5s	93½	93½	93½
14,000	G. B. S. Brew. 4s	40¾	40¾	40¾
5,000	G. B. S. Brew. Inc.	12½	12½	12½
4,000	Maryland Electric 5s	99¾	99¾	99¾
4,000	United Rys. 4s	88	88	88
5,000	United Rys. inc.	66	65¾	65¾
14,000	United Rys. 4s	85½	85	85½
5,000	United Rys. notes	100⅞	100⅝	100⅞
3,000	Va. Ry. & Power 5s	96	96	96

CHICAGO.

Sales.		High.	Low.	Close.
750	Amer. Can	33½	33	33½
50	Amer. Can pf.	116¼	116¼	116¼
65	Chic. Pneu. Tool	48¾	48	48
302	Chic. Ry., Series 2	85¼	84¾	84¾
50	Chic. Ry., Series 3	10¾	10¾	10¾
10	Diamond Match	108¾	108¾	108¾
30	Hart S. & M. pf.	101½	101½	101½
30	McCrum Howell	2¼	2	2½
60	McCrum Howell pf.	13	12½	13
10	People's Gas	108¾	108¾	108¾
117	Pacific Gas	87¼	87	87
1,035	Sears-Roebuck	163¾	163	163¾
50	Streets Stable Car	8¾	8¾	8¾
180	Swift & Co.	104¾	104	104¾
400	U. S. Steel	71¾	70¾	71
160	Union Carbide	142¾	142¾	142¾

BONDS.

$10,000	Chic. Ry 5s	100¾	100¾	100¾
19,000	Chic. Ry 5s "A"	96⅞	96⅜	96⅞
2,000	U. S. Steel 5s	102½	102½	102½
5,000	U. S. Gypsum 5s	99⅞	99⅞	99⅞
8,000	Chic. Ry. inc. 4s	57	57	57
2,000	North Shore Gas 5s	97¼	97¼	97¼
2,000	Auto Elec. 5s	82¾	82¾	82¾
2,000	North Shore Elec. 5s	103¾	103¾	103¾
3,000	North Sr. El. ref. 5s	100⅜	100⅜	100⅜
5,000	Pub. Svc. 5s	99¾	99¾	99¾
7,000	Harvester 5s	100⅜	100⅜	100⅜
5,000	Inland Steel 5s	105¼	105¼	105¼
10,000	Nat. Tube 5s	101¾	101¾	101¾
4,000	S. Bell Tel. 5s	100	100	100
8,000	Pacific Gas 5s	92¼	92¼	92¼
5,000	Milw. Elec. Ry. 5s	104⅞	104⅞	104⅞
5,000	Calif. Gas 5s	96¼	96¼	96¼
3,000	Pac. Tel. & Tel. 5s	100⅜	100⅜	100⅜
6,000	Indiana Steel 5s	101½	101½	101½
2,000	Milw. Elec. Ry. 4½s	95	95	95
8,000	Milwaukee Gas 5s	89¾	89¾	89¾
5,000	Gen. Motors 5s	99¾	99¾	99¾
5,000	Am. Tel. & Tel. 5s	91	91	91
2,000	Tri-City col. 5s	98¼	98¼	98¼

PHILADELPHIA.

STOCKS.

Sales.		High.	Low.	Last.
20	Am. Cement	2	2	2
10	Am. Railway	44	44	44
10	Baltimore & Ohio	107½	107½	107½
70	Cambria Steel	44¼	44	44¼
5	Fourth St. Nat. Bank	330	330	330
30	General Asphalt	20	20	20
100	General Asphalt pf.	64½	64½	64½
150	Keystone Tel. pf.	28	28	28
120	Lake Superior	32	31½	31½
5	Lehigh Valley	82½	82½	82½
7	Mine Hill	60	60	60
20	Northern Pacific	120⅝	120⅝	120⅝
291	Pennsylvania R. R.	62¾ 62 7-16	62 7-16	62 7-16
30	Penn Salt. ex rights.	97½	95	97½
1,531	Philadelphia Elec.	15½	15¼	15½
110	Phila. R. T. ctfs.	23	23	23
12	Phila. Traction	84	84	84
400	Reading	82 9-16	82 3-16	82 3-16
1,900	Tonopah Belmont	10¼	10¼	10¼
485	Union Traction	50¾	50¼	50¼
270	United Gas Imp.	87¾	87¾	87¾
48	United Co. of N. J.	238¼	238¼	238¼
4,165	U. S. Steel	71⅜	70¼	70⅞
30	Warwick Iron	10¾	10¾	10¾
1	Welsbach	39½	39½	39½

BONDS.

$1,000	Am. Gas & Elec. 5s	87½	87½	87½
2,000	Choctaw Gen. 5s	103¼	103¼	103¼
1,000	Con. Trac., N. J., 5s	104¾	104¾	104¾
1,000	Gen. Asphalt deb. 5s	95	95	95
10,000	L. V. annuity 6s	145¼	145¼	145¼
3,000	L. V. coal 6s	109	109	109
2,000	People's Pass. 4s	92½	92½	92½
2,000	Phila. Co. con. 5s	98	98	98
2,000	Phila. Co. 1st 5s	103¼	103¼	103¼
5,000	Phila. Elec. 4s	82¾	82¾	82¾
3,000	Reading gen. 4s	98¼	98¼	98¼
12,000	Reading J. C. 4s	97¾	97¾	97¾
5,000	Stan. Gas & Elec. 6s	100⅝	100⅝	100⅝

PITTSBURGH.

Sales.		High.	Low.	Last.
135	Am. Sewer Pipe	13¼	12⅞	13¼
420	Crucible Steel	12⅝	12½	12½
20	Crucible Steel pf.	83¼	83¼	83¼
10	High Grade Oil pf.	85	85	85
580	Ind. Brewing	4½	4⅜	4½
10	Ind. Brewing pf.	22	22	22
205	Mfrs. L. & T.	33¼	33⅛	33⅛
10	Nat. Fireproofing pf.	25½	25½	25½
300	Ohio Fuel Oil	17¾	17¾	17¾
50	Pleasant Valley Trac.	20	20	20
2,040	Pure Oil	11¼	11⅜	11¼
220	Pitts. Coal pf.	87½	86¼	87½
1,225	Tonopah Extension	225	220	225
20	U. S. Steel	70⅞	70⅞	70⅞
10	Westinghouse	88	88	88
20	Westingh. Machine	24	24	24
36	Westingh. Air Brake	168	168	168
20	West. Penn. Trac.	80	80	80

BONDS.

$5,000	West. Penn. Ry. 5s	101¼	101	101
1,000	Pitts. Coal deb. 5s	90⅜	90⅛	90⅜

MINING STOCK QUOTATIONS.

SAN FRANCISCO.

Alta	.11	Julia	.17
Alpha Con.	.27	Justice	.16
Andes	.12	Kentucky Con.	.11
Belcher	1.00	Lady Wash. Con.	.10
Best & Belcher	.21	Mexican	3.65
Bullion	.08	Occidental Con.	.62
Caledonia	3.65	Ophir	1.47½
Challenge Con.	.32	Overman	2.70
Chollar	.12	Potosi	.10
Confidence	1.10	Savage	.26
Con. Cal. & Va.	.68	Sag Belcher	.58
Con. Imperial	.13	Sierra Nevada	.42
Crown Point	.34	Union Con.	1.15
Gould & Curry	.13	Utah Con.	.09
Hale & Norcross	.88	Yellow Jacket	1.55

TONOPAH.

Belmont	10.30	Daisy	.11
Jim Butler	.70	Diamondf'd B. B.	.11
McNamara	.24	Goldfield C. M.	4.22½
Midway	.34	Goldfield Merger.	.25
Montana	3.40	Great Bend	.05
North Star	.27	C. O. D.	.11
Rescue Eula	.36	Jumbo Extension	.51
Tonopah Extne.	2.32½	Florence	.80
West End	2.25	Lone Star	.07
		Red Hills	.03
GOLDFIELD.		Sandstorm Kend.	.04
Adams	.01	Vernal	.17
Atlanta	.39	Silver Pick	.10
Blue Bell	.02	Nevada Hills	2.45
Comb. Fract.	.17	Manhattan Con.	.34
Booth	.13		

COLORADO.

	Bid.	Asked.		Bid.	Asked.
Dr. Jackpot	6½	7	Jackpot	6	7
Elkton	66¾	67	McKinney	66¾	67
El Paso	79½	80½	Old Gold	3¾	4
Findlay	1		Portland	90	91
Gold Dollar	14¾	14¾	Vindicator	70½	71
Isabella	12	12½	Jen. Samp.	6	7

CONSOLIDATED EXCHANGE.

Brooklyn Rapid Transit sold on the Consolidated Stock Exchange at 82⅝, the only transaction in this stock reported in Wall Street during the day. Heaviness showed in the market in the early trading, but prices rallied subsequently. Business was on a fairly active scale, with the sales totaling 40,750 shares, distributed over a list of forty-eight stocks. Commission houses handled a good volume of odd lot orders in Erie common, American Can, New York Central, Missouri Pacific, Virginia Carolina Chemical and the Interborough shares.

Sales.		Open.	High.	Low.	Last.
2,210	Amal. Copper	83	83¾	82½	83¼
160	Am. B. Sugar	65⅝	66⅜	65¼	65⅝
620	Am. Can	33½	33⅝	32⅝	33⅜
50	Am. Car & F.	59⅞	59⅞	59¼	59¼
10	Am. Cotton Oil.	52⅝	52⅝	52½	52½
150	Am. Linseed	16⅞	16⅞	16½	16½
30	Am. Locomot'e.	43	43	43	43
1,850	Am. Smelting	84⅜	85¼	84¼	85
10	Am. Tel. & Tel.	147	147	147	147
100	Ana. Copper	42¼	42¼	42¼	42¼
10	A., T. & S. F.	108⅝	108⅝	108⅝	108⅝
150	Balt. & Ohio	107½	107½	107½	107½
610	Beth. Steel	38½	41⅝	38⅜	41½
10	Beth. Steel pf.	67½	67½	67½	67½
50	Brook. R. T.	82⅜	82⅜	82⅜	82⅜
40	Can. Pacific	252	252½	252	252½
150	Cent. Leather	26⅝	27	26⅝	27
90	Ches. & Ohio	79½	79½	78⅝	78⅝
170	C., M. & St. P.	110¾	110¾	110¼	110¾
70	Col. Fuel & I.	80	80¾	80	80
740	Erie	36⅝	37	36⅝	36⅝
30	Gt. North. pf.	131½	131¾	131	131¼
640	Inter.-Met	19⅝	19⅝	18⅜	19
200	Inter.-Met. pf.	58¼	58¼	57⅝	58
60	Lehigh Valley	164⅛	164⅝	164⅛	164⅝
450	Mo. Pacific	43⅝	43½	43	43¼
20	Nat. Lead	56⅝	57	56⅝	57
820	N. Y. Central	119	119½	118⅝	119½
20	N. Y. O. & W.	89⅝	89⅝	89⅝	89⅝
240	Nor. Pacific	120⅝	121	120⅝	121
60	Pennsylvania	125	125	124¾	124¾
30	People's G

NEW YORK STOCK EXCHANGE—Friday, April 19, 1912.

Total sales April 19, 1912..... 333,174
From Jan. 1, 1912..... 43,438,053
Same period last year..... 30,581,596

Closing Bid.	Closing Ask.	Sales.		First.	High.	Low.	Last.	Net Change.
1½	1¾	400	Allis-Chalmers	1½	1½	1½	1½	
8½	8¾	700	Allis-Chalmers pf	3½	3½	3½	3½	— ⅛
83	83¼	15,900	Amalgamated Copper	82⅞	83¾	82⅞	83½	+ ⅛
101	101	100	Am. Agricul. Chem. pf	101	101	101	101	— ¼
65¾	66	4,600	Am. Beet Suagr	65¼	66¼	65¼	66¼	+ ⅜
83¾	83¾	8,700	Am. Can	33¼	33⅝	32⅞	33¼	+ ⅜
116	116⅛	2,530	Am. Can pf	115½	116½	115⅝	116⅜	+ ⅜
59	59½	1,200	Am. Car & Foundry	59½	60¼	59	59½	+ ⅛
116	117¼	100	Am. Car & Fdy. pf	117	117	117	117	+ ¼
52⅜	53	400	Am. Cotton Oil	52⅜	52⅞	52⅜	52⅞	+ ⅜
222	226	10	Am. Express	222	222	222	222	+ ¾
16	16¼	8,600	Am. Linseed	16¼	16⅝	15¾	16¼	— ⅛
39½	39¾	1,500	Am. Linseed pf	40	40	39½	39⅝	+ ⅛
47¾	48¼	200	Am. Locomotive	43¾	43⅞	43¾	43⅞	+ ⅛
12	12¼	100	Am. Malt	12½	12½	12½	12½	— ⅛
56¼	56½	800	Am. Malt. pf. x d	56½	56⅝	56	56	— ⅛
85¾	85¾	4,400	Am. Smelt. & Ref	84½	85¼	84¼	85	+ ⅛
35	35½	200	Am. Steel Foundries	35	35½	35	35½	+ ⅛
146¾	146⅞	4,600	Am. Tel. & Tel	146	146⅞	145¾	146⅝	+1
257	258	100	Am. Tobacco	258	258	258	258	+ ½
102¼	102¾	600	Am. Tobacco pf	102¼	102⅝	102	102	...
104¾	105	600	Am. Tobacco pf. new	104½	104½	104¼	104½	...
247	250	900	Am. Tobacco pf. x d	247	247	247	247	...
42¾	42¾	1,200	Am. Writing Paper pf	34½	35	34½	34⅝	...
122	125	300	Anaconda Copper Co	42⅜	42⅝	42½	42⅝	...
107¼	108¾	2,900	Assets Realization	123	123	122	122	+5
103¼	103½	174	Atch., Top. & S. F	108⅝	108⅝	108	108⅜	...
107¾	107½	1,700	Atch., Top. & S. F. pf	104⅜	104⅝	103⅝	103⅝	+ ⅛
...	...	35	Baltimore & Ohio	107¾	107½	107	107½	— ⅜
2½	2¾	400	Bank of Commerce	200	200	200	200	...
41⅜	41½	21,300	Batopilas Mining	2¼	2⅛	2¼	2¼	— ⅛
74⅜	74	22,800	Bethlehem Steel	38½	42	38	41⅜	+3¼
252½	252½	3,000	Bethlehem Steel pf	66⅜	74¼	66⅝	73½	+7⅝
26⅝	27	2,000	Canadian Pacific	251½	252⅝	251½	252⅞	+ ⅝
93½	93⅝	300	Central Leather Co	26⅞	27	26⅞	27	+ ⅝
79⅜	79⅝	8,200	Cent. Leather Co. pf	93½	93⅝	93⅛	93⅝	+ ⅝
18⅜	19	200	Chesapeake & Ohio	79½	79½	78½	79⅛	— ⅝
86½	...	300	Chicago Gt. Western	18⅝	19	18⅝	19	— ⅛
110¼	110¾	1,550	Chi., Mil. & St. Paul	30½	34½	66¼	36½	— ½
...	...	6,007	Chi., M. & St. P. Rgts	110¾	110⅝	110¼	110⅝	+ ⅛
2¾	3¼	300	Chi. Un. Tr. t. r. sta	53-64	17-32	1/2	1/2	-1-64
1¾	2½	800	Chi. Un. Tr. pf. t.r.sta	3⅜	3⅝	3⅜	3⅝	+ ⅛
29¾	29¾	4,600	Chino Copper	10	10	9¾	9¾	— ⅛
101⅜	105	100	C., C., C. & St. L. pf	29¾	29⅞	29½	29⅝	+ ⅛
74½	30½	200	Colorado Fuel & Iron	101½	101½	101½	101½	...
...	75	100	Col. & South. 1st pf	30½	30½	30½	30½	...
...	...	1,200	Comstock Tunnel	75	75	75	75	+ 1
143¾	144	500	Consolidated Gas	*11	13	11	13	...
15⅝	15⅝	300	Corn Products Ref	13⅜	14¾	13⅜	14¾	...
170	171	100	Corn Products Ref. pf	15½	15½	15½	15⅝	— ⅛
82	82½	100	Delaware & Hudson	83	83	83	83	— ¼
36¾	37	4,700	Distillers' Securities	130	170	170	170	— ¼
55½	56⅜	180	Erie	32⅝	32⅝	32⅝	32⅝	+ ⅛
...	2	...	Erie 1st pf	36⅜	37	36⅜	36⅜	— ⅛
85¼	85⅝	200	Fourth Nat. Bank	56	56	56	56	+ ⅛
73⅝	78	200	General Motors	200¾	200¾	200¾	200¾	...
4¼	4⅝	200	General Motors pf	35½	35½	35½	35½	...
131⅜	131⅝	1,600	Goldfield Consol	74½	74½	74½	74½	...
39⅜	40¼	400	Great Northern pf	4¾	4¾	4¾	4¾	...
129	130	400	Gt. N. certs. ore prop	131⅝	131⅝	131¼	131⅜	...
19	19½	6,600	Illinois Central	39⅜	39⅞	39⅜	39⅞	...
58	58½	2,500	Inter.-Met. v. tr. ctf	130	130	129⅞	129⅞	...
116⅜	117⅜	700	Inter.-Met. pf	19¾	19¾	18⅝	19¼	...
13⅞	14	700	Int. Harvester	58	58¼	57⅜	57⅝	...
30	31	700	Int. Paper	117	117	117	117	...
15¾	15⅞	100	Int. Steam Pump	14	14	14	14	...
164½	165	1,600	Lake Erie & Western	30¼	30¼	30¼	30¼	...
100⅜	110	535	Lehigh Valley	15½	15½	15½	15½	...
158¾	160	200	Liggett & Myers pf	164½	165	164	165	+ ⅛
4¾	4¾	1,400	Loudsville & Nash	110	110	110	110	+ ⅛
19⅜	20¼	1,300	Mercantile Marine	159¾	159¾	159¾	159¾	+ ⅛
25⅞	25⅞	600	Mercantile Marine pf	47	47	47	47	+ ⅛
141⅞	142	325	Miami Copper	20¼	20¼	20¼	20	— ⅛
62¾	64¾	100	Ming. St. P. & S.M.	25⅞	25⅞	25⅞	25⅞	— ⅛
43⅝	43⅞	700	Mo., K. & T. pf. x d	141½	142	141½	142	+ ⅛
...	...	10	Missouri Pacific	63⅞	63⅞	63⅞	63⅞	+ ⅛
57	57¾	100	Nat. City Bank	43¼	43¼	43¼	43½	+ ⅛
29⅜	30	400	Nat. Lead Co	435	435	435	435	...
19⅜	19⅞	800	Nat. Rys. of M. 2d pf	57	57	57	57	...
119	119¼	10,500	Nev. Consol. Copper	29¾	29⅞	29⅜	29⅝	— ⅛
58½	61	300	New York Central	19¾	19¾	19¾	19¾	— ⅛
136	137½	200	N. Y., Chi. & St. L	119	119⅜	118⅝	119	— ⅜
38⅜	40	200	N. Y., N. H. & Hart	58⅝	59	58⅝	59	−2
92¾	92½	337	N. Y., Ont. & West	137	137	137	137	−1⅝
112⅜	113	5,600	N. Y. State Railways	39⅜	39⅜	39⅜	39⅜	— ⅛
83½	83½	100	Norfolk & Western	92¼	92¼	92¼	92¼	— ⅛
121	121¼	1,400	North American	112¼	113¼	112¼	113	+ ⅛
49¼	49½	2,000	Northern Pacific	83⅜	83⅝	83⅜	83⅝	+ ⅛
124⅜	125	600	Pacific Tel. & Tel	120¾	121¼	120¾	121	+ ⅛
106½	108¾	200	Pennsylvania R. R	48	49¾	48	49¾	+ ⅛
15⅞	15⅞	400	People's Gas, Chi	124¾	125	124¾	124⅝	— ⅛
21¾	21⅞	1,500	Peoria & Eastern	108¾	108¾	108¾	108¾	— ⅛
87⅝	87⅞	2,700	Pittsburgh Coal	15	15½	14¾	15½	+1⅛
101	103	100	Pittsburgh Coal pf	21¼	21⅞	21¼	21⅞	+1⅛
34⅜	35¼	250	Pittsburgh Steel pf	86	87½	86	87½	+1⅛
102¾	103½	450	Pressed Steel Car	102	102	102	102	— ¼
6	7½	100	Pressed Steel Car pf	35	35	35	35	— ¼
19¾	19¾	2,000	Quicksilver	103	103	103	103	+ ⅛
88	84	200	Ray Consol. Copper	6¼	6¼	6¼	6¼	+ ⅛
164½	163	88,700	R'way Steel Spring	19⅞	19⅞	19¼	19⅜	+ ⅛
90½	91	100	Reading	33½	33⅝	33½	33⅝	+ ⅛
28½	29¼	1,100	Reading 1st pf	164½	165¾	164	165	+ ⅛
78¾	78⅝	200	Rep. Iron & Steel	90⅞	90⅞	90⅞	90⅞	+ ⅛
29	29½	2,000	Rep. Iron & Steel pf	23⅝	24	23⅝	24	+ ⅛
57	57½	2,100	Rock Island Co	78⅝	78⅝	78⅝	78⅝	+ ⅛
26¾	27	200	Rock Island Co. pf	29	29½	28⅝	29	— ⅛
40¾	41¼	400	St. Louis & San Fran	56¾	56¾	56¼	56½	+ ⅛
33	33½	800	St. L. & S. F. 2d pf	27	27	27	27	— ⅛
76	76½	100	St. Louis Southwest'n	41¼	41¼	40⅜	40⅝	+ ⅛
51	51½	800	St. Lo. Southwest'n pf	33½	34	33½	34	+1
163	163½	800	Seaboard Air Line pf	76¼	76¼	76¼	76¼	+ ⅛
112⅜	112¾	1,250	Sears, Roebuck & Co	51	51¼	51	51¼	+ ⅛
209	209½	500	Southern Pacific	163⅜	163⅝	163⅜	163⅝	+ ⅛
73⅜	74⅛	800	Southern R'way	112¾	112⅞	112⅝	112⅞	+ ⅛
24½	24⅝	100	South. R'way pf. ext	29⅜	29⅜	29⅜	29⅜	...
37⅝	37½	800	Texas & Pacific	73¾	73¾	73¾	73¾	...
101	102	120	Third Avenue, new	24	24	24	24	— ⅛
10¼	10⅜	8,200	Underw'd Typewriter	37½	37½	37½	37½	+ ⅛
171½	171½	17,400	Union Bag & Paper	101½	101½	101½	101½	+ ⅛
100¾	101	20	Union Pacific	103¾	103¾	103¾	103¾	+ ⅛
18	18¼	216	United Dry Goods	170¾	172¼	170¾	171¾	+ ⅛
56	58	200	U. S. Cast Iron Pipe	101½	101½	101½	101½	+ ⅛
75¾	76¼	100	U. S. Cast I. Pipe pf	17¾	18	17¾	18	+ ⅛
55½	55⅝	100	U. S. Realty & I., ex d	56	56¼	56	56¼	+ ⅛
70¾	71	64,500	U. S. Rubber	76¼	76¼	76¼	76¼	+ ⅛
112⅜	112¾	400	U. S. Steel	55⅜	55⅝	55⅜	55⅝	+ ⅛
62⅜	64	4,580	U. S. Steel pf	79⅝	71⅜	70¾	70⅞	— ⅛
49⅜	49¼	1,500	Utah Copper	112¾	112¾	112⅜	112⅝	— ⅛
8⅜	8½	200	Va.-Caro. Chemical	63½	64	63½	64	— ⅛
21	21½	50	Wabash	49¾	49¾	49¼	49¼	— ⅞
62¾	62¾	100	Wabash pf	8⅞	8⅞	8⅞	8⅞	...
87⅜	90	14,000	Western Maryland	21	21	21	21	...
75	76	100	Western Union Tel	62	62	62	62	...
8¼	8⅝	200	Westinghouse E. & M	7	75	75	75	+3⅝
12¾	13½	100	Wheel. & Lake Erie	⅞	8⅜	8⅜	8⅜	+ ⅛
56½	57½	100	Wheel. & L. E. 2d pf	1 1/4	13¼	13¼	13¼	— ⅛
			Wisconsin Central	56½	56½	56½	56½	— ½

*Cents per share.

BONDS ON STOCK EXCHANGE.

Total sales April 19, 1912..... $3,698,500
From Jan. 1, 1912..... 278,104,000
Same period last year..... 262,704,500

Chinese Ry 5s, rcts, full paid 5,000..... 95½
City of Tokio 5s, interim ctfs 54,000..... 94⅝
Jap Gov 4½s, st ln 1,000..... 92½
Rep of Cuba 5s 5,000..... 108¼
U S of Mexico 5s 1,000..... 96
N Y State 4s, 1961 5,000..... 102
N Y Canal 4s, 1961 50,000..... 102
N Y City 4s, 1986, registered 1,000..... 99¼
4s, 1956 5,000..... 99⅝
4s, 1958 2,000..... 100
6,000..... 99⅞
4s, 1959 1,000..... 100
9,000..... 99⅞
N Y City 4½s 10,000..... 101⅛
9,000..... 101½
12,000..... 101⅜
1,000..... 101⅝
4½s, 1957 2,000..... 107
new 1,000..... 107
1,000..... 107½
2,000..... 107
-Chalmers 5s 2,000..... 93½
4000..... 65
400..... 64½
Ch conv 5s 5,000..... 102⅜
Am 4½s 5,000..... 98
Am Smelt Secur 6s 46,000..... 104⅞
15,000..... 104⅝
Am T & T col 4s 1,000..... 91
conv 4s 10,000..... 115¼
5,000..... 115⅝
20,000..... 115½
Am Tobacco 4s, Tr Co ctfs of dep 2,000..... 95½
Armour & Co 4½s 18,000..... 91⅞
5,000..... 92
A. T & S F gen 4s 86,000..... 90½
conv 4s, 1960 6,000..... 103⅜
5,000..... 103½
Atl Coast L 4s 5,000..... 95½
Lou & N col 4s 5,000..... 94¼
Balt & O gold 4s 5,000..... 98¼
S W Div 3½s 4,000..... 91
1,000..... 91½
2,000..... 91
Beth Steel 5s 137,000..... 90¼
25,000..... 90¾
5,000..... 99
6,000..... 98⅜
10,000..... 98½
10,000..... 98⅝
31,000..... 98⅜
20,000..... 99¼
11,000..... 99⅜
10,000..... 99½
29,000..... 99⅝
15,000..... 99½
87,000..... 99⅝
18,000..... 99⅞
5,000..... 99¾
38,000..... 99⅞
15,000..... 99⅞
10,000..... 99⅝
5,000..... 100
1,000..... 99⅞
35,000..... 99⅞
15,000..... 100
4,000..... 100¼

5,000..... 100⅝
5,000..... 100½
20,000..... 101
3,000..... 101½
2,000..... 102
5,000..... 101¼
5,000..... 101
1,000..... 101¼
2,000..... 101⅛
66,000..... 100½
Bdway & 7th Av 1st con 5s 108¾
B R T gold 5s 2,000..... 104¼
10,000..... 104
ref conv 4s 6,000..... 86¾
Bklyn Un El 1st 5s 6,000..... 101⅜
Bush Terminal 4s 6,000..... 90¼
Cal Gas & Elec 5s 1,000..... 98
C of Ga Ry 1st 5s 9,000..... 99⅞
Cent Leather 5s 11,000..... 112⅞
5,000..... 95½
Cent Vermont 4s 2,000..... 91½
10,000..... 91⅝
Ches & O conv 4½s 5,000..... 93½
C, B & Q gen 4s 11,000..... 96
joint 4s 11,000..... 96⅝
5,000..... 96⅜
Iowa Div 4s 2,000..... 99½
Ill Div 4s 5,000..... 99¼
C, B & Q conv 4s 1,000..... 100⅝
Chi Gas Lgt & C 1st 5s 10,000..... 103½
Chi Gt Westn 4s 1,000..... 79⅛
Chi, Mil & St P gen 4s, Ser A 2,000..... 98½
4s, 1934 12,000..... 90½
conv 4½s, w i 112,000..... 103⅜
27,000..... 103⅝
Chi, M & Pu Sd 4s 2,000..... 93⅜
Chi & N W gen 4s 10,000..... 97½
Chi, Rock Isl & P Ry ref 4s 10,000..... 89¼
C, R I & P R R 4s 2,000..... 72¾
C & W Ind con 4s 5,000..... 91¾
Chino Copper 6s 1,000..... 128½
1,000..... 128
Cley, Cin, Chi & St L gen 4s 3,000..... 92
Col Industrial 5s 14,000..... 76
9,000..... 76½
Cub-A Sug col tr 6s 2,000..... 96¾
Del Un Ry con 4½s 1,000..... 79
Du P de N Pow 4½s 5,000..... 89½
Erie 1st con 4s 3,000..... 81
Morgan & Co. trust rcts 10,000..... 101½
47,000..... 101⅝
3,000..... 101½
Kan City So 3s 1,000..... 99½
Kan City So 5s 3,000..... 73
Keok & D M 1st 1,000..... 100⅝
Lack Steel 5s, 1915 1,000..... 91
Lacl Gas Lgt of St L ref & ext 5s 1,000..... 101½
Lake S & Mich So 4s, 1931 10,000..... 93¼
Liggett & Myers 7s, temp bonds 6,000..... 120¾
5s, temp bonds 5,000..... 94¾
1,000..... 94⅞
20,000..... 94¾
Lou & N unifd 4s 19,000..... 99
Mer Mar col tr 4½s 5,000..... 65½
5,000..... 65⅜
20,000..... 65¾
5,000..... 65¾
12,000..... 65¾
10,000..... 65¾
2,000..... 65¾
23,000..... 65¾
10,000..... 65¾
21,000..... 64⅝
5,000..... 65
5,000..... 64⅝
9,000..... 64½
10,000..... 64⅝
10,000..... 65
Mex Petroleum 1st ref conv 6s, Series A 5,000..... 97½
Mich State Tel 5s 1,000..... 100¼
Mo, Kan & Texas 1st & ref 4s 3,000..... 78¼
Mo Pac conv 5s 2,000..... 85⅜
Natnl Tube 5s, J. P. Morgan & Co. tr rcts 100,000..... 101½
47,000..... 101⅝
3,000..... 101½
N Y Cent gen 3½s 5,000..... 86¾
Lake S col 3½s 5,000..... 82¼
registered 4,000..... 82
N Y G, El L, H & P col tr 5s 5,000..... 103¾
pur money 4s 2,000..... 88½
N Y Rwys temp ref 4s 1,000..... 81
1,000..... 80¼
500..... 80½
49,000..... 80½
6,000..... 80
2,000..... 80¼
1,000..... 80½
6,000..... 80
temp adj 5s 21,000..... 83¼
15,000..... 83½

Hock Val 1st 4½s 2,000..... 102
3,000..... 102½
H & Tex C gen 4s 1,000..... 95½
Ill Steel 4½s, J. P. Morgan & Co. trust rcts 15,000..... 92½
Ind Steel 5s, J. P. Morgan & Co. trust rcts 13,000..... 92½
6,000..... 92¾
5,000..... 92⅞
2,000..... 92¾
2,000..... 92⅞
6,000..... 92¾
15,000..... 92½
2,000..... 92⅝
6,000..... 92⅝
21,000..... 92½
55,000..... 92
10,000..... 91⅞
25,000..... 92
12,000..... 91⅞
18,000..... 91⅝
1,000..... 92
10,000..... 91⅞
23,000..... 92⅛
6,000..... 92½
23,000..... 92
1,000..... 92
74,000..... 91⅞
5,000..... 91⅝
11,000..... 92
N Y, Westchester & Boston 4½s 2,000..... 90½
Norf & Wn con 4s 10,000..... 99⅝
North Pac 4s 7,000..... 99⅜
Nor R & N con 4s 1,000..... 95⅜
Ore S L gtd r 4s 13,000..... 93¾
Pac Tel & T 5s 5,000..... 100½
5,000..... 100
Penn cv 3½s, 1915 21,000..... 97¼
Penn gtd 4½s 22,000..... 97⅝
2,000..... 103¾
Penn 4s, 1948 2,000..... 103¼
Penn gtd gold 4s 1,000..... 97
P. Lorillard Co 7s temp bonds 4,000..... 121¾
2,000..... 121⅝
P. Lorillard Co 5s temp bonds 2,000..... 95¾
1,000..... 90¼
Pocah Con Collier sink fund 5s 10,000..... 88½
2,000..... 88⅞
Public Serv Corp s f 6s 3,000..... 93⅞
Reading gen 4s 7,000..... 98½
1,000..... 98½
4,000..... 98¼
registered 2,000..... 98
Rep I & S s f 5s, 1940 4,000..... 92½
Rio Gr W col tr 4s 1,000..... 81
R I Ark & L 4½s 2,000..... 91¾
St L & S F R R gen 5s 5,000..... 87⅞
St L, Rocky Mt & Pac 5s 5,000..... 83¼
3,000..... 83½
6,000..... 84
San A & A P 4s 1,000..... 86½
Seab A L gold 4s, stamped 3,000..... 87½

St L S W con 4s 54,000..... 81⅝
50,000..... 82
10,000..... 82½
40,000..... 82⅜
30,000..... 83
10,000..... 83½
5,000..... 84
10,000..... 84½
85,000..... 83½
10,000..... 83¼
7,000..... 83
2,000..... 83½
23,000..... 83½
10,000..... 83⅝
2d inc 4s 5,000..... 82
So Pac col 4s 4,000..... 91⅜
5,000..... 91⅞
So Pac conv 4s 10,000..... 90
1,000..... 90⅜
So Pac 1st ref 4s 6,000..... 95
3,000..... 95⅛
So Ry gen 4s 10,000..... 78⅝
So Ry 1st 5s 13,000..... 107⅜
Tenn C & Iron, Birm Div 6s. 1,000..... 103½
Third Av adj 5s 12,000..... 72¼
Third Av ref 4s 8,000..... 84
Tol, St L & W 4s 2,000..... 63½
Tri City 5s 5,000..... 98½
1,000..... 98¼
Un Pac conv 4s 20,000..... 103⅜
10,000..... 103¼
Un Pac 1st 4s 10,000x20f..... 101⅞
2,000..... 101⅞
5,000..... 102
Un Rys Inv 5s, Pitts issue 1,000..... 86½
U S Steel Corp s f 5s 2,000..... 102⅜
11,000..... 102⅜
8,000..... 102⅛
registered 20,000..... 102
Va-Car Ch 1st 5s 5,000..... 99⅛
Va & S W con 5s 1,000..... 97½
Wabash 1st 5s 1,000..... 107
Wabash R R Ref & Ext 4s 53,000..... 83⅜
38,000..... 83⅝
Equit Tr Co ctfs of dep, stamped 37,000..... 61¼
Wab. Pitts T 1st, Cent Tr ctfs 4,000..... 89
8,000..... 88½
West Un Tel col tr 5s 1,000..... 102½
West Shore 4s 3,000..... 100⅜
Westinghouse E & M 1st cv s f 5s 2,000..... 95⅛
Westinghouse E & M 6% notes 5,000..... 98
Wis Cent gen 4s 4,000..... 93¼

BID AND ASKED QUOTATIONS.

Closing quotations for Government bonds:

	Bid.	Asked.
2s, r, 1930	100½	101
2s, c, 1930	100¾	101⅜
3s, r, 1918	102⅛	103
3s, c, 1918	102⅜	
4s, r, 1925	114	114⅜
4s, c, 1925	114¼	115
Pan 2s, r, 1936	100¾	..

Closing quotations for stocks in which there were no transactions:

	Bid.	Asked.
Adams Exp.	205	..
Alb & Susq.	2035½	..
Alls & W.	128	..
Am Ag Ch.	60¼	61
Am B S pf.	97½	98½
A B S & F.	94¾	96½
A B S & F pf.	132½	134¼
Am Coal	95	98
A C O pf.	97	98
A H & L.	4	5
A H & L pf	24½	25¼
Am I Sec.	23¼	23⅝
Am Loc pf.	108½	108⅞
A S pf. B.	87	88
A S & R pf.	107½	108
Am Snuff.	128	133
Am Sn pf.	106	108
A Sn pf, n.100		102
Am Sug R.	126	128
Am S R pf.	121	123
Am T & C.	72	80½
Am Woolen.	28¼	29
Am W pf.	91	92
Ann Arbor.	15	35
Ann A pf.	60	90
Assoc Oil.	..	52
Atl C L.	140½	141½
Bald L pf.	106½	109⅝
B & O pf.	87⅝	89½
B R Trans.	82⅜	83¼
B Un Gas.	142½	144
Bruns Term	9½	10¼
B, R & P.	103	108
B,R & P pf.	126	150
Btu'k Co.	32¾	34
Canada So.	67½	69
C R R of N J., ex div.	383	375
C & S A.	119	122
Chi & Alt.	21	25
C & E I pf.	29	35
C, B & Qy.	207	60
C, I & L pf	50	60
C M & St P pf.	142½	144½
C & N W.	143	144
C & N W pf.	194	196
C, St P, M & Om.	135	140
C, St P, M & Om pf.	150	160
C, C, C & St L.	58	59½
C, C, C & St L pf.	101½	105
Cleve & P.	163	..
C & P Sp.	95½	..
C & P 4 pf.	108	..
Col Sb.	44	45½
C & So 2d pf.	66½	72
Cons Coal.	103½	..
Crex Carpet	77	79
C-Am Sug.	..	45
C-Am S pf.	93½	95
D, L & W.	547	564
D & R G.	23	23½
D & R G pf.	40	41¾
D M & Ft D.	5½	8¾
D M & Ft D pf.	23	..
Det & M.	115	..
Det & M pf.	105	..
D, S S & A.	10	10½
D, S S & A pf.	20½	21½
Du P N. Pow pf.	90½	93¼
Erie 2d pf.	45½	46½
Ev & T H pf.	103	105
F M & S.	14½	20
F M & S pf.	42	47
Gen Chem.	125	133
Gen C pf.	107	108
Gen Elect.	170	170½
G & S Tel.	115¼	..
Granby Con.	58½	60
G W. Helme.	160	175
G.W. Helme pf.	107	112
Hav E Ry.	112	..
H E R pf.	120	..
Hock Val.	125	130
Homestake, ex div.	94	97
Ill C I.	92½	..
Inger-Rand.	101	..
Inger-R pf.	97	..
Int Harv pf.	119	121
Int Pa pf.	55¾	56
I S P pf, ex div.	82	84
Iowa Cent.	12½	13
Iowa C pf.	26	29
K C, Ft S & Mem pf.	78½	80¾
Kan C So.	27½	28
K C So pf.	62	65
K & D M.	7½	9
K & D M pf	40	50
Kn I. C. pf.	60	78½
Lack Steel.	81	..
Lacl Gas.	106	106½
L & W pf.	36	37½
Lake Shore.	490	..
Lig & M.	186	192
Long Island	44	49
Mackay Cos.	84	87½
Mackay Cos pf.	69½	69¾
Mah C R.	500	1,000
Man Beach.	1½	3
Man Elev.	135	137
May D St.	69	70
M D St pf.	108¾	109¾
Mich Cent.	150	190
M & St L.	22½	23
M & St L pf.	43	49
M, St P & S M.	150	152
M, St P & S M pf.	136	..
Mo, K & Ea.	17½	170
Mor & Ea pf.	90	98¼
N, C & St L.	160	170
Nat Bis.	149	150¼
Nat B pf.	127½	129
Nat Enam.	16¾	17
Nat En. pf.	90	95
Nat L pf.	108½	109
Nat Rys of M 1st pf.	62	66
N O, M & C pf.	29	..
N Y A Br.	53¾	55½
N Y, C & St L 1st pf.	103	110
N Y, C & St L 2d pf.	87½	90
N Y Dock.	20½	..
N Y, L & W.	122	126
N O T & L.	66	69½
Nort South.	46¼	47
N & W pf.	90	92
Ont Mining.	1¾	2
Pabst B pf.	110½	112
Pac Coast.	90	100
P C 1st pf.	85	105
P C 2d pf.	90	100
Pac Mail.	32¼	33
P T & T pf.	98	..
P. Lorillard.	185	189
P. Lorillard pf.	100¾	110½
Pere Marq.	..	30
P M 2d pf.	..	38
Phelps-D'ge.	200	..
Phila Co.	106½	107¼
P, C, C & St L.	104	105
P, C, C & St L pf.	110	116½
P, Ft W & C.	163½	..
P, Y & A.	163	..
Pub S Corp.	109½	111
Pullman Co.	160¼	161
Q'ksil'r pf.	6	6¾
Ry St S pf.	100	101
Rdg 2d pf.	96¼	97
Rens & Sar.	183½	..
Rep Ox.	128	129½
Rug G M Co pf.	100	110
Rutland pf.	60	80
St L & S F 1st pf.	65	68
St L & S F, C & E I ctfs.	140	200
St L & S F, C & E I new ctfs.	54½	56
St L & S F, C & E I pf ctfs.	107	111
Sears-R pf.	123½	124¾
Seab A L.	25¾	25⅞
S-S S & L.	47¼	48½
S-S S & L pf.	95	105
S P R S.	79	83
S P R S pf.	105	109¾
So Ry, M & O ctfs.	80	89
Stand Mill.	20	22
Stand M pf.	58	60
Tenn Cop.	40¾	41½
Texas Co.	94	96
T P L T

THE BUSINESS WORLD

COFFEE ROASTERS ORGANIZE.

American Bank for Brazil Discussed at First Meeting.

The organization of the New York branch of the National Coffee Roasters' Traffic and Pure Food Association was successfuly accomplished at a meeting held Thursday afternoon. Ross W. Weir, of R. W. Weir & Co., Chairman of the Organization Committee, presided, and more than thirty of the leading coffee roasters of the city attended.

Julius J. Schotten, President of the National Association, was present, and speaking on the objects of organizing, pointed out that the chief aim of the National body was to eliminate trade abuses and promote good fellowship in the trade, and not to fight coffee substitutes.

The question of establishing an American bank in Brazil came up for discussion, but no definite action was taken on the matter.

The following officers were elected for the ensuing year: President, R. W. Weir; Secretary, J. H. Schmelzel, and Treasurer, T. O. Budenbach.

TO RAISE LINOLEUM PRICES.

Floor Oil Cloths Also to be Advanced Substantially.

It was learned yesterday on reliable authority that prices on linoleums and floor oil cloths to be quoted at the opening of the Fall season early in May will be substantially advanced. The high cost of burlap, due in a large part to curtailed production enforced by the English coal strike and the recent strike of the operatives in the Dundee Mills, is given as the chief cause of the advance. Stocks of burlap in the hands of domestic linoleum manufacturers are light and as the supply of burlap is so controlled on the other side that it rarely exceeds the demand to any great extent, it is said that the majority of American linoleum mills will eventually be forced to close a week for every week the Dundee Mills were closed. This, of course, means an enforced curtailment, and is given as another factor in the advance.

Trading in these lines has been active for the past few weeks, as buyers who study conditions have apparently realized that a general advance is due and are trying to cover their needs before the new prices go into effect.

INCREASE CRUDE OIL PRICES.

Five Cents a Barrel Advance on Pennsylvania Product.

PITTSBURGH, Penn., April 19.—The Seep Purchasing Agency, buying section of the South Penn Oil Company, a former Standard Oil subsidiary, announced today that the price of Pennsylvania crude oil had been advanced 5 cents a barrel, to $1.55.

Other oils were advanced as follows: Corning, 3 cents, to 98 cents; Newcastle, 8 cents, to $1.05; Mercer black, 3 cents, to $1.08; Caball, 3 cents to $1.15; Somerset, 4 cents to 86 cents; Ragland, 2 cents, to 50 cents.

The last previous advance was made Jan. 29.

FOREIGN TRADE OPPORTUNITIES.

Special to The New York Times.

WASHINGTON, April 19.—The Consular and Trade Report will note the following foreign trade opportunities. Further information regarding these may be obtained by addressing the Bureau of Manufactures, care of the Department of Commerce and Labor, Washington, D. C., giving the number of item referred to:

8,592. DRY DOCK.—Sealed proposals will be received at the Public Works Department, Ottawa, Ontario, until July 2, 1912, for constructing a dry dock in the Port of Quebec. The dimensions of the dock are to be not less than 1,150 feet usable length, 110 feet clear in width at entrance, and at least 37 feet in depth over sill and keel blocks at ordinary Spring tide, and to be in three compartments.

8,593. CHEMICALS.—An American Consul in Germany has forwarded to the Bureau of Manufactures the names of two firms in his district which desire to represent American manufacturers in all kinds of chemicals. Correspondence in English.

8,594. JAM FACTORY, BOTTLING PLANT, AND CANNERY.—An American Consular official in Canada has forwarded to the Bureau of Manufactures the names of the promoters of a jam factory, bottling plant, and a cannery to be established in his district.

8,595. SILK HOSIERY.—A firm in Australasia requested an American Consul to place it in communication with manufacturers of silk hosiery in the United States, as the firm believes that the American article might be of better quality and the prices more reasonable compared with that handled at present.

8,596. HARBOR IMPROVEMENTS.—American Consul Abraham E. Smith of Victoria, B. C., reports that the Dominion Government has approved the recommendation to construct at once a breakwater from Ogden Point at a cost of $1,250,000, an immediate survey of the ocean harbor to find the cost of building wharves, and that as soon as the survey is completed a pier be built at a cost of $400,000.

8,597. TEXTILE GOODS.—An American Consul in Germany reports that agency firms in his district cover a large area to visit leading merchants in their respective lines.

8,598. LEAD SEALS AND SEALERS.—A firm in Australasia informs an American Consul that it is desirous to take up an agency for the whole of Australasia in lead seals and sealers for mail bags, meters, milk cans, &c. Catalogues, prices, and discounts from American manufacturers in these lines are solicited. Bank references may be furnished.

8,599. AMERICAN AGENCIES IN ARGENTINA.—An American Consular officer in Argentina has forwarded to the Bureau of Manufactures the name of a firm requesting the address of exporters in the United States desiring to establish agencies in that country. Correspondence in English.

8,600. COAL.—An American Consul in one of the South American countries reports that the prospects are good for the introduction of American coal on that market. The Consul states that some 50,000 tons of coal are consumed annually by public institutions in that country.

8,601. INSULATED CREAM CANS AND CARTS.—A business man in Australia writes an American Consul that there are some specially insulated cream carts and cans in use in the United States which have not been introduced into that country. The Consul states that American manufacturers of insulated cream carts would do well to communicate with the person whose name is on file in the Bureau of Manufactures.

8,602. YARNS, THREADS, AND RIBBONS.—An American Consul in Germany has forwarded to the Bureau of Manufactures the name of a business man in his district who desires to secure an agency for American yarns, threads, and ribbons.

8,603. DRIED FRUIT.—An American Consul in one of the European countries reports that responsible shippers of dried fruit, especially evaporated apples, could find a ready sale for their fruit to members of the Wholesale Grocers' Association of the district in which he is located.

8,604. RAILWAY MATERIAL.—American Consul General John P. Bray of Sydney, Australia, reports that the Federal Cabinet has decided to call for tenders in Australia and London, to be submitted by May 29, for 135,000 tons of steel rails and fish plates for the West Australian Railway.

8,605. PIANOS.—A Director of an American Chamber of Commerce in the Levant reports to the Bureau of Manufactures that there is a market in that district for about 100 good pianos selling for about $200, and that American piano manufacturers should get in touch with him.

8,606. NOVELTIES AND SPECIALTIES.—An American consular officer in South America forwarded the name of a business man in his district who is the agent of a trading company and who is desirous to secure the local agency for American novelties and specialties.

8,607. OFFICE FURNITURE.—A manager of a firm in Norway, after his attention was directed to the office equipment of an American Consulate, especially the rolltop and typewriter desks, requested the Consul to have forwarded the firm catalogues and price lists of office furniture manufactured in the United States.

8,608. FRUIT.—An American Consul in Germany has forwarded to the Bureau of Manufactures the name of a business man in his district who solicits the agency for American fresh, dried, and canned fruits.

8,609. COTTON AND GAUZE.—The Bureau of Manufactures is in receipt of a communication from a Director of an American Chamber of Commerce in the Levant stating that there is a demand for cotton and gauze for use in hospitals.

8,610. AGENCY FOR SHELLAC AND VARNISH.—An American consular officer in Canada has forwarded the name of a firm which desires to secure the agency for a province in American lines of shellac and varnishes. References are furnished.

NEW FRUIT PEST APPEARS.

Scientists Puzzled by the Ravages of the Pear Thrips.

A new and dangerous fruit pest has appeared in New York State, according to the current issue of The American Grocer. This is the pear thrips, one of the most dreaded enemies of this fruit and others in California, where the thrips first became noticeable. The outbreak of the insect in New York is one of the mysteries of entomology, since California and New York are about as widely separated as two States in the Union can be; yet the thrips appears in both, and not, so far as known, in the intervening territory.

Its ravages in New York are largely confined to a small area in the Hudson River district, but it is known to be present in several other localities, and may be more widely distributed than is realized. Its work is of a peculiar nature, often mistaken for frost, injury, or blight, and the insect itself is too small to attract attention unless present in large numbers. Its attack, however, is upon the blossom buds, so that where abundant the prospects for a crop rapidly disappear.

BUSINESS TROUBLES.

HOWARD LAUNDRY COMPANY.—A petition has been filed against the Howard Laundry Company of 1,204 Third Avenue by Kurzman & Frankenheimer, attorneys for these creditors: J. Rheinfrank Company, $1,669; Julian Rosenblatt, $500, and Louis Heller, $2,500. The assets are estimated at $20,000. Judge Mayer appointed Leon Lauterstein receiver, with authority to continue the business for twenty days.

SIMPLEX CONSTRUCTION COMPANY.—A petition has been filed against the Simplex Construction Company, foundation construction, of 116 West Thirty-ninth Street, by Cook & Elgar, attorneys for these creditors: Albert C. Titcomb, $17,675; George W. Bailey, $180, and Thomas W. Clarke, $3. Judge Mayer appointed Frederick C. Tanner receiver, with authority to carry on business for ten days. The assets are estimated at $5,500.

EXCELSIOR RAINCOAT COMPANY.—A petition has been filed against Henry Stern and Adolf Rosenberg, doing business as the Excelsior Raincoat Company at 34 East Tenth Street, by these creditors: William Quittner, $219; Israel Cummings, $145, and Morris S. Cantor, $357.

MELVIN L. MORRIS, residing at 854 West 180th Street, has filed a petition with liabilities $3,637 and assets $250.

FEDERAL BISCUIT COMPANY.—A meeting of creditors of the Federal Biscuit Company of 100 Hudson Street, with branches in Philadelphia, Providence, Bridgeport, Detroit, and other cities, was held yesterday at the office of Macgrane Coxe, referee in bankruptcy, at 50 Church Street. Many claims were filed, and Cornelius W. Wickersham was elected Trustee with a bond of $50,000. The schedules showed liabilities $231,088 and assets $568,283.

JENNIE ISRAEL.—Schedules of Jennie Israel, dealer in wines and liquors at 2,060 Eighth Avenue, show liabilities $6,245 and assets $1,403.

PORTERWARE MILK BOTTLE COMPANY.—Schedules in the assignment of the Porterware Milk Bottle Company of 110 West Thirty-fourth Street show liabilities $4,759, nominal assets $7,075, and actual assets $75.

PUBLISHERS' PLATE COMPANY.—Schedules in the assignment of the Publishers' Plate Company, stereotyping at 187 Lafayette Street, show liabilities $6,804, nominal assets $3,601, and actual assets $2,348.

JACOB BONDER.—Schedules in the assignment of Jacob Bonder, tailor at 38 Desbrosses Street, show liabilities $2,841, nominal assets $1,270, and actual assets $300.

JUDGMENTS.

These judgments for amounts more than $100 were filed yesterday; the first name being that of the debtor:

Allen, George—B. Campbell & Co., $308.
Abraham, Jacob—R. Michel, $3,339.
Bliss, Winfield T.—A. Fish, $741.
Barrett, William—M. Rosenbaum, $201.
Buffs, Vincenzo—J. Personeni, $193.
Brun, Clement—Riehl & Coughlin, $249.
Bonacci, Dominick—Clinton Point Stone Company, $4,849.
Block, Eugene H.—E. Fixman et al., $272.
Beddock, Bernard—A. Langer, $184.
Costello, Thomas J.—H. H. Cording et al., $145.
Campbell, Andrew D.—M. A. Campbell, costs, $129.
Demerest, John D.—J. A. Johnson, $282.
Same—Collins, Lavery & Co., $718.
Goldstone, Harry—Cohen & Levinson, $188.
Ghigliotti, Anthony—E. Cordano, $137.
Goldberg, Clara administratrix—P. Beinlich, costs, $464.
Goldberg, Ralph H.—Manhattan Leasing Company, $153.
Goldsmith, Fred—A. H. Joline et al., costs, $116.
Galinger, Edward—Title Insurance Company of New York, $327.
Gartner, Samuel—John Brothers Company, $322.
Hoffman, William—Anheuser Busch Company, $228.
Hart, Joseph D.—Roberts and Lewis Company, $450.
Hartel, Fred M.—J. Rayner, $148.
Hoffstein, Charles—J. L. Flatau et al., $129.
Hicks, Rose T.—Tiffany & Co., $230.
Hutchinson, George C.—Windsor Trust Company, $16,058.
Johns, Eva M.—C. H. Turner, $1,204.
Kaufman, Harris—J. Stoloff et al., $170.
Kearney, John W.—J. Kusch, $195.
Kallman, Isidore—M. H. Kallman, costs, $129.
Kaufman, Bessie—J. N. Rosenberg, $285.
Kardansky, Morris—M. Boros, $250.
Lachian, Lillias R.—M. S. Taylor, $214.
Lieberman, Olga—J. Fahey, $889.
Levine, Nathan—N. Goldman, costs, $110.
Lambie, J. E.—F. G. Potts, $2,169.
La Porte, Kate—E. J. Arbib et al., $914.
Lrorini, Maria, and Terence A. Brady—E. M. Yerkes et al., $923.
Mandel, Edward, and William Frieder—B. A. Sands, $918.
Moss, Herman H.—Broadway Trust Co., $142.
Marks, Joel—M. Levinson, $189.
Mulhall, Josephine, adm.—C. E. Johnson, costs, $151.
Maller, Osias—W. W. Smith, $639.
Moore, Charles A.—L. E. Moeller, $848.
Moore, James—F. Lohman, $425.
Migdalski, Frank—F. Bartosik, $300.
Naughton, Mary J., adm.—E. Leskie, $2,786.
Ornstein, Morris A.—C. A. Powell et al., $500.
O'Neil, Frank S.—D. L. Rosen, $175.
Olsson, Nils—John E. Moore, Commissioner, costs, $108.
Prindle, Henry B.—P. R. Jennings et al., $102.
Pistoco, Luigi and Rebecca—Ebling Brewery Co., $3,810.
Parsons, William E., Jr.—E. J. McGean, $1,949.
Price, Louis—S. Kraus et al., $205.
Rice, Harvey A.—George C. Flint Co., $102.
Ragona, Salvatore—W. W. Smith, $588.
Rieber, Joseph—C. O. Shepard et al., $162.
Riffenburg, William J.—J. A. Tyrley, $104.
Rawitz, Lazar and Morris—J. P. Schmidt, $1,183.
Rosenzweig, Isidor—J. Estrick, $182.
Riehl, Charles G.—L. A. Himmelwright et al., costs, $119.
Same—A. C. Austin, costs, $119.
Spelleday, Wm. A.—A. Kramer et al., $121.
Santoro, Alessio—Corona Provision Co., $182.
Sackler, Esther, by gdn.—Coney Island & Brooklyn R. R. Co., $114.
Sullivan, Patrick—A. H. Joline, costs, $108.
Sire, Leander S., and Frederick J. Kelly—J. H. Drew & Bro., Inc., $187.
Stearns, Wm. Taylor—D. B. Mecomey, $479.
Smith, Robert A.—Century Holding Co., $435.
Tick, Louis—J. Doelger et al., $307.
Welscopf, Leopold—B. W. Tucker, $1,424.
Well, Markus—E. Smolka, $268.
American Clock Co.—Fairbanks Co., $112.
Borgia Marble Works—Tompkins Kiel Marble Co., $1,598.
Corfey Realty Co.—F. Genninger, $3,478.
Same—P. Thielman, $338.
Charles Fox Co. and Nathan M. Neff—A. C. Sniffin, $221.
Dyckman Tract Realty Co.—J. H. Thorn et al., $241.
Longacre Motor Co.—S. H. Joline et al., costs, $106.
Medford Fancy Goods Co.—M. M. O'Loughlin, $690.
N. Y. City Ry. Co.—F. J. Scales, $1,093.
Robert E. Irwin Co.—Markendorff, $121.
Sound Realty Co.—City of N. Y., costs, $196.
Shaffer Motor Co.—Frank V. Strauss & Co., $266.
Tangiers Development Co.—E. Ittman, $2,952.
Uncle Sam's Magazine—J. L. Harrington et al., $547.

Satisfied Judgments.

The first name is that of the debtor, the second that of the creditor, and the date that when judgment was filed:

Banks, William—G. Karsch et al., April 1, 1912, $1,888.
Facompre, Fred—Lang & Co., Feb. 2, 1912, $216.
Harris, Isaac, and Max Blanck—W. W. Moore et al., Oct. 28, 1911, $822.
Joseph, Charles, Jeanette Joseph, and Carrie Herzig—S. Hoffman, April 17, 1912, $327.
J. Rheinfrank Co. and Rae Lavinson—I. Berg, Jan. 13, 1912, $2,628.
Loughran, Charles P.—O. M. Eidlits et al., June 9, 1911, $189.
Manning, Theodore J.—J. P. Little, March 9, 1912, $279.
Ryttenberg, Clarkson P.—F. K. Burnham, Oct. 27, 1909, $429.
Swift, Frederick J.—A. M. Best, Jan. 23, 1912, $1,091.
Winkler, Charles—R. M. Manley, Dec. 8, 1911, (reversed,) $691.
Wells Brothers Co. of New York—E. Wittgren, July 11, 1911, (reversed,) $14,074.
Dunstan, James W.—Bradley & Sons, April 16, 1912, (vacated,) $3,239.

CONDITIONS OF TRADE.

Commenting on the situation of general business, Dun's Review says:

Reports from the leading trade centres indicate that the recent progress toward increased business confidence and activity continue, and no current development, however disturbing, seems to check the improvement. The growth of a more optimistic business sentiment is especially conspicuous in the West and Southwest, and this is all the more significant because of the reports of damage to Winter wheat, that were responsible for a rapid advance in prices which was partially lost. The fearful disaster to the steamship Titanic has had a more or less depressing effect upon the markets and is a matter of special concern in shipping and insurance circles. The reported progress made in the coal trade in the direction of industrial peace has had a good effect. In the dry goods trade, barring the effect of crop damage upon the situation in the Middle West, there is a progressive increase in activity in cotton and woolen goods, while there is a noticeable expansion in the demand for silks. Higher prices have been established in print cloths and other lines. Millinery is fairly active. Clothing is quiet. Leather and hides are very firm. Copper is speculatively active and strong. Current statistics confirm the reports of more active trade distribution. Railroad gross earnings in the first week of April expanded 5.7 per cent. The country's foreign commerce maintains its highly encouraging progress. During the month of March the exports were the highest on record for that month, and exceeded March of last year by over $43,000,000. The imports were also greater than in any other March, except that of 1910, but were about $49,000,000 less than the exports. The figures for the Port of New York in the most recent week make the exports $15,468,089, a large gain over the corresponding weeks in 1911 and 1910. The imports were $21,115,456, or only $2,646,467 in excess of the exports.

Bradstreet's says:

Trade is steady as a whole, and in many lines the volume of business is in excess of that done at this time last year. Still, more or less irregularity has developed, and there has been some recession from the activity witnessed in recently preceding weeks. This trend is due in part to the fact that near future Spring requirements have been covered, while far future buying, save in special lines of textiles, is rendered conservative by uncertain crop prospects and actual serious damage to Winter wheat. Wheat crop conditions are unpropitious, retail trade has been greatly hampered by untoward weather in the form of rain, snow, and low temperatures, while floods in the South have not only restricted trade in the areas affected, but have greatly delayed crop work. At the same time, the great sea disaster of Monday last, with its heavy death toll of prominent personages, has exerted a repressive influence on the stock market operations, and also to some extent on the daily routine of the public in general. However, the undertone of affairs is strong, and it is felt that an upward movement of business will again take place with the coming of settled seasonable weather, when retail trade should expand and when farm work will be allowed to make progress. Notwithstanding current drawbacks, most of them of a temporary character, trade at most points, save at the South, where rains or floods have made for quiet, is of steady volume. Dry goods, footwear, hats and caps, furnishings, hardware, groceries, lumber and paints and oils lead in point of activity, while the price tone of the iron and steel markets is much stronger, with activity in pig iron and buying of steel bars predominating. But even this latter market is affected by the fact that prices on structural shapes are not so firm in the East as they are elsewhere. Jobbers of cotton goods have recently taken to buying in small lots, but in a steady way. Still the market, as a whole, is less active, owing in part to weather conditions, as well as to the tendency of prices to advance, in consonance with higher quotations for raw cotton, and to slow payments in sections of the country, chiefly the South and parts of the West, where Winter wheat has suffered considerable damage. It is recognized that supplies are light, that production in many lines has been restricted by mill labor troubles, and that it will take time to regain lost ground. Goods suitable for Fall and Winter uses are being taken in a liberal way. Wool reflects the influence of between-season conditions, but some good-sized orders are reported at firm prices. Leather is firm and various grades are well sold up.

DECISIONS AND CALENDARS.

FEDERAL.

Supreme Court Proceedings.

Special to The New York Times.

WASHINGTON, April 19.—Following were the proceedings of the Supreme Court of the United States to-day:

228—Edward Quigley McCaughey and George Joseph McCaughey, miners, &c., et al., plaintiffs in err, vs. Alexander Lyall et al.—Submitted.

210—D. L. Henderson, trustee, &c., petitioner, vs. Sam Mayer.—Argued.

824—The United States of America, appellant, vs. the Union Pacific Railroad Company.—Argument commenced.

Day Call for April 22—Nos. 820, 221, 222, 223, 224, 225, 226, 227, 208, and 230.

STATE.

Decisions.

The Appellate Division, First Department, yesterday announced the following decisions:

Gilmour Door Company, appellant, vs. John S. Shea, as Sheriff, &c., respondent.—Judgment affirmed, with costs. Opinions by Scott and Laughlin, JJ., (Laughlin and Miller, JJ., dissenting.) Order filed.

People ex rel. Alfred A. Isaacs, appellant, vs. John Moran, a peace officer, &c., respondent.—Order affirmed. Opinions by Ingraham, P. J., and Scott, J. Scott and McLaughlin, JJ., dissenting.) Order filed.

James L. Andom, respondent, vs. Mail and Express Company, appellant.—Order affirmed, with costs. No opinion. Order filed.

People ex rel. Hugh A. Flood, relator, vs. William F. Baker, as Commissioner, respondent.—Writ sustained, proceedings annulled, and relator reinstated, with $50 costs and disbursements. Opinion by Scott, J. Settle order on notice.

Angelo Malaverneri, appellant, vs. Turner Construction Company, respondent.—Judgment affirmed, with costs. Opinion in 141, A. D. 162. Order filed.

Boudinot Keith, as trustee, appellant, vs. Charles A. Cowen & Co., respondents.—Judgment affirmed, with costs. No opinion. Order filed.

Agnes K. M. Mulligan, appellant, vs. David E. Cocks and another, impleaded, respondents.—Judgment affirmed, with costs. Opinion by Scott, J. Order filed.

In the matter of Charles W. F. Randolph.—Decree affirmed, with costs. No opinion. Order filed.

Nathan Burkan, respondent, vs. Musical Courier Company, appellant.—Order affirmed, with $10 costs and disbursements. No opinion. Order filed.

James J. Egan, appellant, vs. Board of Education of New York, respondent.—Determination and judgment affirmed, with costs. No opinion. Order filed.

Margaret Blowett, appellant, vs. Roger S. Hart et al., respondents.—Order affirmed, with costs. No opinion. Order filed.

George B. Wix, respondent, vs. Walter B. Hotchkiss and another, appellants.—Judgment affirmed, with costs. Opinion in 142, A. D. 845. Order filed.

The People, &c., respondent, vs. James M. De Pretis, appellant.—Judgment and orders affirmed. No opinion. Order filed.

George B. Wix, respondent, vs. Sherwood M. Hard, appellant.—Order affirmed, with $10 costs and disbursements. No opinion. Order filed.

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Franta Wacker, respondent, vs. New York Edison Company, appellant.—Judgment and order affirmed, with costs. No opinion. Order filed.

Gladys M. Peters, appellant, vs. Lucy B. Miller, impleaded, respondent.—Order reversed, with $10 costs and disbursements, and motion denied, with $10 costs. Opinion by Scott, J. Order filed.

SUPREME COURT—Special Term—Part II.—Bischoff, J. Ex parte business.

CITY COURT—Special Term—Part II.—Smith, J. Ex parte business.

Referees Appointed—New York.

SUPREME COURT—Hotchkiss, J. Davies v. Davies (2)—John S. Sheppard.

SUPREME COURT—Bischoff, J. Dennett v. Gluck—Louis F. Doyle.

SUPREME COURT—Amend, J. Sealy v. O'Brien—George F. Roesch. Hottes v. Fisherman—Samuel S. Isaacs.

SUPREME COURT—Erlanger, J. Piccirilli v. Sixth Avenue, &c., Realty Co.—Gilbert Montague. In re Potter—Ten Eyck R. Beardsley. Roosevelt v. Porter—Leo Leventritt. Morris v. Thomas—William P. Schoen. Peerless Patten Co. v. Pictorial Review Co.—Maurice B. Blumenthal.

Receiver Appointed—New York.

SUPREME COURT—Gavegan, J. Joseph Stern & Sons v. Isaac Kalmanowits—John T. Taggert.

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CHURCH SERVICES TO-MORROW

Baptist.

CENTRAL BAPTIST CHURCH, 92d and Amsterdam. Dr. GOODCHILD, Pastor.—11, "Heroes in the Wreck"; 8, "The Sea and Its Dead." Everybody welcome.

COLLEGIATE BAPTIST CHURCH OF THE COVENANT, West 33d St., between 5th and 9th Avs., Dr. OSCAR HAYWOOD, Pastor.—Services 10:45 A. M., 7:45 P. M.

FIFTH AVENUE BAPTIST CHURCH, 4 West 46th Street.
Sunday School and Bible Classes at 9:40 A. M.
Young Women: Rev. Robert Walker, Leader.
Young Men: Dr. Addison Moore, Leader.
Public Worship: Sermons by
Rev. W. A. CAMERON, D. D.,
Pastor Bloor Street Baptist Church, TORONTO,
at 11 and 8.

HOPE BAPTIST, Broadway, 104th St. Rev. E. S. HOLLOWAY, Pastor.—11 and 8, Evening subject, "The Tragedy of the Sea."

MADISON AVENUE BAPTIST CHURCH, MADISON AVENUE, COR. 31ST STREET. C. A. EATON, D. D., Pastor.
will preach Sunday morning and evening.
11 A. M.—"The Spirit of God in Human History."
8 P. M.—"The Titanic Disaster—A Message from God to the Modern World."

MOUNT MORRIS BAPTIST CHURCH, 5th Av., near 126th St.
J. HERMAN RANDALL, Pastor.
Morning, 11, "The Spiritual Awakening."
Evening, 8, "A Layman's Religion."

WASHINGTON HEIGHTS BAPTIST CHURCH 145th St. and Convent Ave., Harold Pattison, Minister.—11 A. M., "What Is a Christian?" 8 P. M., "A Weak Man's Strong Moment."

Congregational.

BROADWAY TABERNACLE, Broadway and 56th Street.
Rev. CHARLES E. JEFFERSON, D.D., Pastor, preaches 11 & 8. Wed., 8 P. M., Prayer Meeting.

MANHATTAN CHURCH, Broadway, 76th St. Henry A. Stimson, D. D., Pastor, 11 A. M.; 4:30 P. M.

Brooklyn.

PLYMOUTH CHURCH, Orange Street, Rev. NEWELL DWIGHT HILLIS, pastor. Services at 10:45 A. M. and 7:45 P. M. Morning subject, "Lessons from the Great Disaster at Sea." Evening subject, "Cardinal Newman."

Disciples of Christ, (Christian.)

CENTRAL CHURCH, 142 West 81st St. Preaching at 11 A. M. and 8 P. M.
Rev. JAMES M. PHILPUTT, D. D.
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Ethical Culture.

THE SOCIETY FOR ETHICAL CULTURE. Founded 1876.
Meeting—House, Central Park West and 64th St.; 11 A. M., Prof. NATHANIEL SCHMIDT will speak on
"CAN SOCIALISM BE RELIGION?"
The Public is Welcome.

Jewish.

FREE SYNAGOGUE, CARNEGIE HALL, SUNDAY AT 10, FIFTH ANNIVERSARY CELEBRATION. ADDRESS: DR. HIRSCH OF CHICAGO. ALL ARE WELCOME.

TEMPLE BETH-EL, Fifth Avenue and 76th St. Sunday morning, Rev. Dr. Samuel Schulman will preach on
"THE MODERN MIND IN THE PRESENCE OF GREAT CALAMITY."
Services begin at 11 o'clock. A cordial welcome is extended to all.

TEMPLE EMANU-EL, 5th Av. and 43d St.—Saturday, 10:30, Memorial Service for Titanic's Dead. Dr. Silverman will preach on "Is God Responsible?" Sunday Service, 11:15. Dr. Silverman in "Lessons from the Titanic Disaster." All welcome.

Lutheran.

EVANGELICAL LUTHERAN CHURCH OF THE HOLY TRINITY, Central Park West, at 65th St., the Rev. Charles J. Smith, Pastor.—Sunday School at 9:30 A. M. Chief Service at 11 o'clock. Vespers at 8 P. M.

EVANGELICAL LUTHERAN CHURCH, (St. James's,) Madison Av., 73d St.—Dr. Remensnyder, Pastor. Services, 11 A. M. and 8 P. M. Sunday, 9:45 A. M.

EVANG. LUTHERAN CHURCH OF THE ADVENT, Broadway and 93d.—W. M. Horn, Pastor. —Services 11 A. M. and 8 P. M. Sunday School 9:30 A.M.

Methodist Episcopal.

BEDFORD STREET, corner Morton. Rev. George W. Downs, Pastor. Morning, 10:45. Evening, 7:45. Welcome!

MADISON AVE. M. E. CHURCH, CORNER 60TH STREET.
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11 A. M.—Preaching by Dr. Wilfred T. Grenfell, THE FAMOUS MISSIONARY & PHYSICIAN AMONG THE LABRADOR FISHERMEN.
8 P. M.—Short Sermon by Dr. MacMullen.
Wed. Eve. Prayer Meeting led by Dr. MacMullen.

SAINT ANDREW'S M. E. CHURCH, Seventy-sixth Street, west of Columbus Av. GEORGE CLARKE PECK, D. D., Minister. 11 A. M.—"A Cry from the Titanic." 8 P. M.—Rev. Dr. Frederick Lynch.

ST. JAMES METHODIST CHURCH, Madison Av., cor. 126th St.
Rev. Archey Decatur Ball, D.D., Pastor.
11 A. M.—UNDERGIRDING GOD.
8 P. M.—MEN AND RELIGION.

ST. PAUL'S METHODIST CHURCH, West End Avenue and 86th St.
REV. GEO. P. ECKMAN, D. D., Pastor.
11—"God and Great Disasters."
8—"Men for the Times."

18TH ST. CHURCH, 18th Street, west of 8th Avenue, GEORGE EARLE BARBER, D. D., Pastor.
11 A. M.—Dr. CLARENCE A. BARBOUR, Secretary International Y. M. C. A., Leader of Team Specialists, Men and Religion Forward Movement.
8 P. M.—Sermon by the Pastor.

61ST STREET METHODIST, bet. 2d and 3d Avs. Rev. B. F. Saxon

THE REAL ESTATE FIELD

Harvard Club Acquires Property to Enlarge its Building—Fifty-fifth Street Plot Bought for Loft—West Side Apartment in $450,000 Deal—Bronx and Suburban Activity.

Instead of planning to leave the club centre in the vicinity of Times Square the Harvard Club, whose building has a fifty-foot frontage on both Forty-fourth and Forty-fifth Streets, between Sixth and Fifth Avenues, purchased additional property to enlarge the building. The three old dwellings altered for business at 32, 34, and 36 West Forty-fifth Street, adjoining the present building to the east, have been acquired by Thomas W. Slocum and others acting for the Harvard Club. The property, which has a frontage of 62 feet, was bought from Paul Starrett, President of the Fuller Construction Company, who acquired the houses about three years ago from the Herald Square Holding Company.

Mr. Slocum and his associates purchased three years ago the 25-foot-front building at 31 West Forty-fourth Street, adjoining the main club building to the west. It is understood that plans are under way for enlarging the present building over the Forty-fourth and Forty-fifth Street plots just acquired, using the ground floor for stores, in view of the business demand in the locality, with sleeping and other club rooms on the other floors. The entire Forty-fourth Street frontage now controlled by the club is 75 feet and 112 feet on Forty-fifth Street. West of the club in Forty-fourth Street are the New York Yacht and the City Clubs, while the Yale Club is opposite. Pease & Elliman were the brokers in the present transaction.

Buy Loft Site in West 55th St.

The Herald Square Holding Company has purchased 39 and 41 West Fifty-fifth Street, two brick stables, on a plot 50 by 100.5. It is understood that the buyers will erect a business building for a prominent Fifth Avenue merchant, on the site. The building at 39 was sold by the Trustees of the estate of the late Edward Hawley, while the Title Guarantee and Trust Company holds title to No. 41. The proposed building will be the first business building on the block. Pease & Elliman and the Douglas Robinson Charles S. Brown Company were the brokers in the transaction.

St. James Court in $450,000 Deal.

An important west side apartment house deal has just been closed whereby the seven-story apartment house known as St. James Court on the southeast corner of Broadway and Ninety-second Street has been sold by S. E. and M. E. Bernheimer to a syndicate for investment, in which Franklin Pettit is said to be interested. The plot is a large one, fronting 108 feet on Broadway and 125 on Ninety-second Street. The property has been held close to $500,000, and it is understood that the consideration was about $450,000. No trade was involved in the deal. Rose & Putzel as attorneys represented the Bernheimers in the transaction.

On the opposite northwest corner is the twelve-story Roxborough apartment house, a new structure, which was bought from the Yorkshire Realty Company for about $1,000,000 last season by the New York County National Bank.

East 50th Street Plot for Apartment.

The Kremer Construction Company has exchanged the two five-story tenements at 218 and 220 East Eightieth Street, on plot 50 by 100, for the four old dwellings at 235 to 241 East Fiftieth Street, owned by John A. Ahrens, a plot 71 by 100 feet. On this plot the Kremer Construction Company is planning to erect an eight-story apartment house. Emanuel Simon acted as the broker in the transaction. The same broker also negotiated the recent sale of 176 and 180 East Eightieth Street to Edward A. Kolb.

Investors Buying Flathouses.

An investor has purchased from the Gault Realty Company 212 and 214 East 118th Street, two four-story flats, on a plot 37.6 by 100.11, near Third Avenue.

On the upper west side, Harry Goodstein is reported to have sold 714 West 179th Street, a five-story apartment, on a plot 50 by 92, between Broadway and Fort Washington Avenue. The house is the westerly one of three built by Mr. Goodstein, 708 having been sold to Mrs. L. C. Livingston of Bar Harbor, Me., and 710 to Herman Ahrens.

Provident Loan Buys Site.

The Provident Loan Society has purchased the southwest corner of Essex and East Houston Streets from Henry F. Schillinger and Mrs. Joseph Goldberg. The site, on which a new branch will be erected, comprises a plot 50 by 75, known as 183 and 185 Essex Street and 223 and 225 East Houston Street.

The society now has, including its executive offices at 346 Fourth Avenue, seven branches in Manhattan and the Bronx. L. J. Phillips & Co. were the brokers in the transaction.

The Private Dwelling Market.

C. W. Paxton has purchased from Mitchell A. C. Levy the four-story and basement dwelling, on lot 25 by 98.9, at 20 East Twenty-eighth Street, opposite the Hotel Seville and adjoining the Blum & Koch Building, at the southwest corner of Madison Avenue.

John Wallace Brett has purchased from Dr. Robert C. Myles 59 West Thirty-sixth Street, a five-story dwelling, on a lot 20 by 98.9, located 175 feet east of Sixth Avenue.

New York Central Acquires West Side Property.

The New York Central Railroad, through its realty holding company, the New York State Realty and Development Company, took title yesterday from Mary M. I. de Courvel and May R. de Courvel to the northeast corner of Eleventh Avenue and Thirty-first Street, 31.6 by 128.4; the northwest corner of the same street and Tenth Avenue, 67.6 by 52 by 175, and a plot on Thirtieth Street, 15 by 31.6, being 275 feet west of Eleventh Avenue.

Brooklyn Sales.

Francis Frey has sold for Frank A. Schorer the new one-family house, 2,026 Creston Avenue, on a plot 31 by 88, to Gustave Zimmerman for occupancy; also sold for George [illegible] Buckbee the two-family house, 2,33[illegible] Tiebout Avenue, on a lot 25 by 115, to [illegible] Leone.

Clement H. [illegible]th has sold for John J. Paulsen, the three one-story brick stores on the north side of Tremont Avenue, 144 feet west of Prospect Avenue, on a plot 48.11 by 145, for $29,000.

Brooklyn.

Henry Pierson & Co. have sold for Richard Hagar to a client 496 Vanderbilt Avenue, a three-story and basement brownstone dwelling.

E. Sharum sold to a client 878 Atlantic Avenue, a three-story house with store, on a plot 20 by 100, near Vanderbilt Avenue, together with solarium features in the store.

Long Island Sales.

Henry Pierson & Co. have sold a new Colonial dwelling to Emil Deutz of New York for occupancy, fronting on Henry Street, Westbury Manor, on a plot 100 by 131; also a plot 100 by 100, on Manor Avenue, to W. J. McGinnis, who will build a residence for occupancy.

Katharine Fitzpatrick has sold to the Courtney Development Company of Manhattan twenty-two lots on Caroline Street, Gosman Avenue, Greenpoint Avenue, and Celtic Avenue, Long Island City.

Mary B. Sleisinger and others have sold to Betty Samuels of Brooklyn a parcel 80 feet on Alexander Avenue and 80 feet on the bulkhead at Sea Side Avenue, Far Rockaway.

Harry L. McCarter has sold to Cornelius G. Dwyer of Rockaway a parcel 40 feet on the east side of Ninth Avenue, Rockaway.

At Beechhurst, Whitestone Landing, the Shore Acres Realty Company has sold to Frank L. Hare the plot 200 by 200 at the southwest corner of the Boulevard and Sixteenth Avenue; to Henry Hyde the plot 80 by 200 on the south side of the Boulevard, 180 feet east of Fifteenth Avenue.

The two-family house at 78 Washington Avenue, Richmond Hill, has been sold by Cooper & Gerstner to J. M. Phelan of Manhattan.

New Jersey Farm Sold.

A farm of sixty-five acres at Somerville, N. J., has been sold by J. M. Phelan to Charles Talfur of New York City. The property adjoins the Riggs estate. Cooper & Jerstner were the brokers in the deal.

Leases.

Pease & Elliman have leased 155 East Thirty-fifth Street for Miss Fannie L. Mommedieu to James E. Churchill of the Hotel Churchill for a term of years, to be used as a high-class garage building.

The Duross Company has leased for Clarence S. Nathan the four-story dwelling 7 Bank Street to Alois B. Saliger for a term of years. Also for John H. Henshaw the four-story and basement brownstone dwelling 51 West Twelfth Street to M. E. Fisher for a term of three years.

Shaw & Co. have leased for L. T. Alton the fourth loft in the building on the southwest corner of 131st Street and Broadway.

J. B. English has leased for Elizabeth A. A. Vlau for ten years to George B. Adams the three-story dwelling 315 West Fiftieth Street. Mr. Adams will alter the house for business.

Notes.

Smith & Phelps have placed for the Wahlig-Sonsin Company a building loan of $117,000 for the purpose of erecting four five-story flats, situate at the southeast corner of 163d Street and Morris Avenue and adjoining on Morris Avenue.

George W. Bard will offer at auction to-day on the premises the Tagliabue estate property at Mount Vernon, consisting of eighty-two lots and a cottage. The tract is adjacent to the new New York, Westchester & Boston Railroad.

Douglas L. Elliman & Co. have leased in the new Fullerton-Weaver Realty Company's building at 960 Park Avenue, northwest corner of Eighty-second Street, three large apartments to three prominent families closely related to each other. A large special duplex apartment of fifteen rooms with four baths to Lorillard Spencer; also one to his grandmother, Mrs. Charles H. Berryman, and one to his uncle, R. Casimir de Rham. These apartments aggregate forty-one rooms with eleven baths, at rentals of approximately $15,000 per year.

Results at Auction.

Yesterday's offerings in the Real Estate Salesroom, 14 and 16 Vesey Street, resulted as fololws:

By Bryan L. Kennelly.

Pearl St, 167-169, s w corner of Pine St, 44x76.1x45x73.9, five-story loft and store building; foreclosure to the plaintiff, F. C. Buckhout, $66,286.

By Joseph P. Day.

7th Av, 2,468-2,470, w s, 49.11 ft s of 144th St, 50x75, six-story flat and stores; foreclosure, to Kneeland Moore, $56,975.

Attorney St, 155 and 157, w s, 200 ft s of Houston St, 50x100, one five and one six story tenement and four-story rear tenement and five-story loft building; foreclosure to the plaintiff, Williamsburg Trust Co., $56,980.

Cleveland Place, 10, e s, 192.3 ft s of Spring St, 27x99.3x26.2x99.3, five-story tenement and stores; foreclosure, adjourned to April 26.

10th St, 69 West, n s, 52.2 ft e of 6th Av, 19x46, two-story dwelling; Board of Foreign Missions of the Reformed Church in America against John Addisono, and others; foreclosure, to James B. Kilsheimer, Jr., $15,250.

Sheriff St, 63, w s, 125 ft s of Rivington St, 25x100, five-story tenement and stores; foreclosure, to the plaintiff, W. A. Hanisch, $28,643.

75th St, 327 and 329 East, n s, 228.4 ft w of 1st Av, 56.8x102.2, two four-story tenements; foreclosure, adjourned to April 26.

AT 3,156 THIRD AVENUE.

By Joseph P. Day.

3d Av, 3,995 and 3,995, w s, 150 ft n of 178d St, 50x129.8x124.9, six-story tenement and stores; foreclosure, to the plaintiff, D. F. Butcher, $57,000.

By Bryan L. Kennelly.

Bonner Place, n s, 100 ft e of Morris Av, 100x75, vacant; foreclosure, to the plaintiff, M. M. Gardner, $5,000.

Morris Av, e s, 25 ft n of Bonner Place, 125x100, vacant; foreclosure, to the plaintiff, M. M. Gardner, $12,000.

Keppler Av, w s, 25 ft n of 238th St, 25x100, vacant; also,

239th St, 2[illegible] n s, 126.5 ft w of Keppler Av, 25.4x63.7x25x59.9, vacant; foreclosure, to the plaintiff, A. D. Williams, $750.

THE BUILDING DEPARTMENT.

List of Plans Filed for New Structures in Manhattan and the Bronx.

Vermilyea Av, s s, 200 ft w of Academy St, for a three-story firehouse, 50x70.2; city, owner; Dennlron, Hirons & Darbyshire, 475 5th Av, architects; cost.....$47,000

Colonial Parkway, w s, 166 to 167th St, for two five-story tenements, 50.9x95.2x irregular x 91.6; Otto Schwarzler, 1,340 Brook Av, owner; C. Schaefer, Jr., 401 Tremont Av, architect; cost.....$75,000

St. Nicholas Av, w s, 55.6 ft s of 187th St, for two five-story apartments and stores, 44.6x 91x irregular; Bogam Realty Co, 99 Nassau St; owner, C. B. Meyers, 1 Union Square West, architect; cost.....$100,000

23d St, n s, 114 to 120 East, and 22d St, 115 to 119 East, for a twelve-story store and loft, 100x—x75; 114 East 23d Street Construction Co, premises, owner; B. Marcus, 842 5th Av, architect; cost.....$300,000

99th St, n w corner of Amsterdam Av, for a three-story dwelling, 41x55; St. Michaels's Protestant Episcopal Church, premises, owner; R. W. Gibson, 103 Park Av, architect; cost.....$28,000

80th St, 127 East, for a five-story dwelling, 20x68; Wardwell, 157 East 87th St, owner; Delano & Aldrich, 4 East 39th St, architects; cost.....$25,000

5th Av, 681, for a twelve-story store and loft, 42x110; L. P. Morton, 998 5th Av, owner; McKim, Mead & White, 160 5th Av, architects; cost.....$175,000

Benedict Av, s s, 418.4 ft w of Pugsley Av, for a two-story brick dwelling, 20x54; William Buhl, 2,167 Gleka Av, owner; Henry Nordheim, 1,087 Tremont Av, architect; cost.....$6,500

227th St, s s, 305 ft e of White Plains Av, for a two-story frame dwelling, 22x50; John C. Lord, 340 East 149th St, owner; George P. Crosier, 223d St and White Plains Av, architect; cost.....$3,000

Boston Road, e s, 76 ft s of 179th St, for a one-story brick compressor house, 22.7x27; Interborough Rapid Transit Co, 165 Broadway, owner; George H. Pegram, 165 Broadway, architect; cost.....$2,000

Alterations.

Items under $5,000 omitted.

75th St, n s, 85 ft w of Lexington Av, to a four-story stable; Mrs. A. Sullivan, 115 East 75th St, owner; Camyns & Todaro, 147 4th Av, architect; cost.....$10,000

REAL ESTATE TRANSFERS.

FRIDAY, APRIL 19.

With name and address of purchaser and attorney. When attorney's name is omitted, address party of the second part.

Manhattan.

AUDUBON AV, w s, 63 ft n of 168th St, 37x70, (foreclosure, Nov. 15, 1911;) William A. Keener, Jersey, to John Robertson, 2,210 Anderson Av, and William Gammie, 341 West End Av, Dec. 13, 1911; attorneys, Rose & Putzel, 128 Broadway.....$5,000

BROADWAY, s w corner of 90th St, 100.3x 162.6; Broadway-West End Co, to Robert Goelet, Newport, R. I., B. & S. and C. A. Gunderson Av, and William Gammie, 341, West (mtg $325,000,) April 19; attorney, Title Guarantee Co., 176 Broadway.....$100

CENTRAL PARK WEST, w s, 48.2 ft n of 82d St, 20.8x100; Palmer Realty Co. to John G. Henrahan, Jr., 352 West 117th St, (mtg $31,000,) 1-10 part, April 19; attorney, F. W. Jockel, 262 Central Park West.....$100

CENTRAL PARK WEST, w s, 48.2 ft n of 82d St, 20.8x100; Frederick W. Jockel to Palmer Realty Co., 68 William St, (mtg $31,000,) and all liens, April 19; attorney, Leslie R. Palmer, 68 William St.....$100

CENTRAL PARK WEST, w s, 48.2 ft n of 82d St, 20.8x100; Palmer Realty Co. to John G. Henrahan, Jr., 352 West 117th St, (mtg $31,000,) 1-10 part, April 19; attorney, F. W. Jockel, 262 Central Park West.....$100

DIVISION ST, 265, s s, 20.6x42.7; Freda Walterberg to Jennie Bark, 10 Pitt St, (mtg $6,500,) April 19; attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$100

FRONT ST, 153-37, s e s, at s w s of De Peyster St, 81.5x s w 54.8 to n e s Pine St, x n w 89.8 to Front St, x n e 57, to beginning; N. Y. and N. J. Land and Impt. Co. to Realty Holding Co., 907 Broadway, (mtg. $170,000,) Feb. 1; attorneys, Rose & Putzel, 128 Broadway.....$100

LEXINGTON AV, 1,907, s e corner of 122d St, 100.11x35; Mary A. O'Reilly to Annie C. Geraty, 40 West 130th St, (mtg $26,000,) (¼ of,) ¼ part, held in trust for John J. F. Hollahan and others, April 2; attorneys, Deyo & B., 128 Broadway.....$1

SAME PROPERTY; same to Joseph J. O'Reilly, 86 8th St, New Dorp, S. I.; Charles A. O'Reilly, 127 East 94th St, and Annie C. Geraty, 49 East 130th St, ¾ part, (mtg $26,000,) (¾ of,) April 2; attorneys, same.....$1

MADISON AV, 64, w s, 24.8x95; Donald McLean, referee, to E. Fagan, 949 Amsterdam Av, April 18; attorney, Lawyers Title Ins. & Trust Co., 160 Broadway.....$70,000

PEARL ST, 93; Stone St, 58; Pine St, 72-74; Liberty St, 72-74; Greenwich St, 28; 4th St, 345 West; 13th St, 308 West; 4th St, 347-351 West; Horatio St, 3 and 5; 4th St, 339 West; 57th St, 83 East; 54th St, 102 West; 55th St, 103 West; 56th St, 102 West; 127th St, 130 and 132 West; 6th Av, 883; 6th Av, 909-915; 6th Av, 923; 6th Av, 945-949; 6th Av, 977-989; [illegible] Av, 1,001 and 1,003; Cortlandt F. Bishop [illegible] Herbert Parsons, executors and trustees [illegible]atilda W. White, to Cortlandt F. Bishop, individually, 11 East 67th St, ½ part, held in trust for David W. Bishop, all liens, March 13; attorney, Title Guarantee Co., 176 Broadway.....$1

PRINCE ST, 13 and 15, n e corner of Elizabeth St, Nos. 224½ and 226, —x—; Royal E. T. Riggs, referee, to David Baum, 1,111 Madison Av, April 19; attorneys, Aronson & Salant, 34 Pine St.....$67,250

RIVERSIDE DR, [illegible] E, e s, 600.2 ft s of 127th St; Palmer Realty Co. to United States Lien Corr. Co., 203 Central Park West, (mtg $14,500,) April 19; attorneys, Lawyers Title Insurance and Trust Co., 160 Broadway.....$100

2D AV, w s, 24.11 [illegible] 128th St, 25x75; Mary L. Woodward [illegible]rix of Silvanus S. Townsend, to F. [illegible] Woodward, Nyack, N. Y., April [illegible] Samuel Parker, Jr., 19 Cedar St.....$12,000

3D AV, e s, 25.5 ft [illegible]52d St, x100; W. H. D. Pell, referee, to [illegible]di A. Stier, 129 East 65th St, April 19; [illegible]e, George H. Hyde, 41 Park Row.....$22,500

SAME PROPERTY; [illegible]ilda A. Stier to John J. Reed, 445 [illegible] St., April 19; attorney, same.....$100

8TH AV, 2,0[illegible] 25x100; Jennie A. Rosenberg to Emma [illegible]liver, 839 West End Av, (mtg $31,000,) [illegible]10; attorney, Title Guarantee Co., 176 Broadway.....$100

SAME PROPERTY; Emma Oliver to Jennie A. Rosenberg, 322 West 12[illegible]th St, (mtg $31,500,) April 19; same attorney.....$100

16TH St, [illegible] West, n s, 25x92; Flemish Realty Co. to [illegible]son L. Pakas, 50 West 77th St, (mtg. $[illegible]00,) and all liens, April 9; attorney, Title [illegible]rance Company, 135 Broadway.....$100

225TH St, 2[illegible]5 West, n s, 18.5x98.9; Maria S. Simpson to Martha McLellan, 268 West 19th St, (mtg $2,000 and all liens,) April 1; attorney, Jer[illegible]. Roe, 128 Broadway.....$100

30TH ST, n s, 275 ft w of 11th Av, 175x31.6; 11th Av, n w corner 30th St, 31.6x128.4; 10th Av, n w corner 30th St, 67.6x—x52.4x175; Marie M. I. de Courvel, heir, &c., May R. de Courval, to N. Y. State Realty and Terminal Co., Lexington Av and 45th St, B. and S., all liens, April 6 attorney, Title Guarantee and Trust Company.....$100

30TH ST, n s, 50[illegible] w of 11th Av, 200x31.6; Nathalie F. Bayl[illegible]ame, B. & S., all liens, same attorney.....$100

30TH ST, s s, 450 [illegible] w of 11th Av, 50x81.6; Gertrude R. and [illegible]L. Hamilton to New York State Realty [illegible]erminal Co., s w corner of Lexington Av[illegible]n 45th St, B. & S., C. A. G., and all liens, April 17; attorney, Title Guarantee Co., 176 Broadway.....$100

30TH ST, 816 West, s s, 52x98.9; Jennie E., wife of Hubert B. McLellan to Martha McLeland, 268 West 19th St, (mtg $15,000,) April 10; attorney, Jesse G. Roe, 128 Broadway.$100

SAME PROPERTY; Martha McLeland to R. S. McLeland, 268 West 19th St, (mtg $22,000,) April 10; attorney same.....$100

34TH ST, 216 West, s s, 16.5x98.9; Harold T. Leake to Oakwood Building Co, Jersey City, N. J., (mtg $33,000,) March 23; attorney, Title Guarantee and Trust Co., 176 Broadway.....$100

49TH ST, n s, 80.6 ft w of 9th Av, 50.2x76.3; Aaron Buchsbaum to Edward M. Hyderman, 539 West 158th St, April 18; attorneys, Mandler & Haas, 42 Broadway.....$100

53D ST, n s, 188 ft e of 5th Av, 20x100.5; Almy G. Gallatin to Jean B., wife of George P. Cammann, 9 East 53d St, April 17; attorneys, Anderson & A., 15 Broad St.....$1

59TH ST, n s, 180 ft e of 3d Av, 25x100.11, partition; Sumner Gerard, referee, to Emma Esselborn, 402 West 43d St; William Ey, 552 West 51st St, and Theodore Ey, 215 East 59th St, (partition Feb. 15,) April 19; attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$24,000

61ST ST, 308 East, n s, 25x75; Maria Mayer to John A. Shanible, 1,043 College Av., (mtg $16,550,) April 17; attorney, Sigmund Solomon, 309 Broadway.....$100

69TH ST, n s, 127 [illegible] e of Lexington Av, 25x 100.5; James Ca[illegible] to Stephen C. Clark, Cooperstown, N. [illegible] mtg $21,000,) April 8; attorney, Lawyers [illegible] Insurance and Trust Co., 160 Broadway.....$100

71ST ST, 117 to 121 We[illegible]s, 75x102.2; A. L. Mordecai & Son to [illegible]fendale Building Co., 135 Broadway, (mtg $95,000,) April 19; attorneys, Stoddard & M., 135 Broadway.....$100

71ST ST, 120 East, s s, 16.8x100.5; Operating Realty Co. to Charles H. Strong, 123 East 75th St, (mtg $20,000,) April 19; attorney, Title Guarantee Co., 176 Broadway.....$100

80TH ST, s s, 90 ft w of 3d Av, 44x102; Henry Bormann to Edmund A. Kolbb, 994 2d Av, (mtg $29,000,) April 15; attorneys, Salter & S., 140 Nassau St.....$100

83D ST, 447 East, n s, 25x100.4; Jacob Lauer to Louis Cohen, 1,440 West 111th St, all liens, April 8, rerecorded from April 9, 1912; attorney, F. P. Hummel, 1,511 3d Av.....$100

SAME PROPERTY; Louis Cohen to David E. Freudenberger, 192 Nassau St, Brooklyn, (mtg $24,000,) April 19; attorney same...$500

87TH ST, 135 West, n s, 18x97.6; Archibald M. Stewart to William P. Randolph, 303 West 85th St, April 19; attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$100

89TH ST, n s, 100 ft e of West End Av, 75x 100.8; North Holding Co. to Frank M. Zittel, 412 West End Av, (mtg $2,000,) March 16; attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$1

97TH ST, 217 East, n s, 24.6x100.11; Philip Krauss to Lazarus Weil, 127 East 72d St, quitclaim, all liens, April 19; attorneys, Arnstein, Levy & P., 128 Broadway.....$100

116TH St, 220 East, n s, 18.5x98.9; Rose Alessandro Delli Paolo to Emil Lederer, 210 West 55th St, (mtg $39,500,) April 18; attorney, Title Guarantee Co., 176 Broadway.....$1

128TH ST, s s, 257.6 ft e of Lenox Av, 20x 99.11; Mount Vernon Mortgage Co. to John Shepard, 53 West 128th St, (mtg $7,000,) April 18; attorney, A. Bell, 864 Alexander Av.....$100

129TH ST, 306 West, s s, 25x99.11; Julia and Harry Bachrach, executors, to Janet Rochelle, 60 [illegible] Nicholas Av, (mtg $16,000,) April 18; attorney, Lawyers Title Co., 160 Broadway.

13[illegible]H ST, 49, n s, 20x99.11; Mary A. O'Reilly to Annie C. Geraty, 49 West 130th St, April 1; attorneys, Deyo & B., 111 Broadway.....$1

1[illegible]ST ST, 33 West, n s, 12.6x99.11; Margaret J. Ellis to Anna A. Braxton, 583 Franklin Av, (mtg $4,500,) April 12; attorney, Title Guarantee and Trust Co., 176 Broadway.....$1

Bronx.

BEAUMONT AV, e s, 72.6 ft s of 183d St, 20.6x 88; William H. Weiher to Thomas H. Roff, 1,042 Fox St, (mtg $5,750,) April 18; attorney, Title Guarantee Co, 176 Broadway.....$100

CORNELL AV, s e corner of Birch St, 100x 100; Sarah Lake to Otto Lemke, on premises, April 18, (mtg $2,500;) attorney, Title Guarantee and Trust Co., 176 Broadway.$100

CRESTON AV, s e s, 63.8 ft n e of Bush St, 33x77.6; Ernest Wenigman to Frank A. Schorer, 2,339 Tiebout Av, April 17, (mtg $2,500;) attorneys, Martin & H., 285 Broadway.....$100

CRUGER AV, w s, 150 ft n of Locust Av, 25 x100; Peter A. Pitkovich to Henry Gansberg, 401 East 92d St, April 16, (mtg $5,575;) attorney, Title Guarantee and Trust Co., 176 Broadway.....$100

HUGHES AV, w s, 200 ft s of 188th St, 75x 87.6; Meehan Construction Co. to Angelo Di Benedetto, 541 East 182d St, March 15; attorney, Myron Sulzberger, 38 Park Row..$100

LISBON PLACE, n e corner of 205th St, 93.4 x—; Martin Gully to Mosholu Realty Co., Lisbon Place, April 13, (mtg $12,000;) attorney, Joseph C. Levi, 37 Liberty St.....$100

LOT 40, map of Allen estate; Hudson Rose Co. to Donato Grieco, 308 East 108th St, April 18; attorney, Title Guarantee Co, 176 Broadway.....$1

LOTS 104, 105, and 106, map of Undercliff Terrace; Leon Realty Co. to Ray Wilner Sundelson, 1,873 Madison Av, April 17; attorney, Jacob Rieger, 297 Broadway.....$100

LOT 31, map of 63 lots of Maclay Avenue Realty Co.; Sarah Bornstein to Bertha Harrison, 4,820 4th Av, Brooklyn, April 18, (mtg $706;) attorney, Charles H. Baechler, 1,126 Walker Av.....$100

LOTS 383 and 384, map of Section 4 of Vyse estate; Maurice Deiches, referee, to William R. Rose, 309 West 81st St, Dec. 15, 1911; attorney, Rose & P., 128 Broadway.....$5,000

LOTS 155 to 160, map of Bruner estate; United States Realty and Improvement Co. to George Jones, 422 East 239th St, April 19; attorney, Thomas G. Patterson, 647 Courtlandt Av, $100

LOT 623, Map of Gleason property; Sophia Gorsch to Anna Lieb, at Clinton, Conn., (mtg $4,900,) April 15; attorney, J. A. Burns, 2,305 7th Av.....$1

PARK AV, e e corner of 172d St, 100.9x—; Ernst Keller to Ernst Keller Construction Co., 415 East 240th St, April 10, (mtg $15,000;) attorneys, Martin & H., 285 Broadway....$100

PART OF LOTS 103 and 104, map of South Vernon Park; Emil Johanson to Elizabeth Johanson, 780 Cranford Av, April 18, (mtg $1,500;) attorney, F. William Eggert, 4,709 White Plains Av.....$1

PERRY AV, w s, 444.1 ft s of old road, 22x 89.2; William H. Weiher to Thomas H. Roff, 1,042 Fox St, (mtg $5,000,) April 18; attorney, Title Guarantee Co, 176 Broadway.....$100

PERRY AV, w s, 466.1 ft s of old road, 22x 89.2; same to same, (mtg $5,000,) April 18; same attorney.....$100

RAILROAD AV, s e corner of Jackson St.; Hiram M. Kirk, referee, to Emma Leckie, individually and as executrix, 933 5th Av, April 19; attorney, Allen & Sabine, 55 Liberty St.....$500

SHERMAN AV, s e corner of 167th St, 100x 209; Samuel C. Zeitlin to Weisman & Herman, corporation, 98 Willow Av, April 18, (mtg $8,500;) attorney, Title Guarantee and Trust Co., 176 Broadway.....$100

SOUTHERN BOULEVARD, n w corner of Elsmere Place, 82.4x—; Daly Av, w s, 55.10 ft s of 177th St, 116.10x—; Tremont Avenue Land Co. to Seffern Realty Co., 35 Nassau St, April 18; attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$100

SAME PROPERTY; Seffern Realty Co. to Defender Construction Co., 35 Nassau St, April 19; attorney, same.....$100

TIFFANY ST, e s, 79.3 ft s of 167th St, 79.3x —; Thomas H. Roff to William H. Weiher, New Rochelle, N. Y., April 18, (mtg $10,000,) address, New Rochelle, N. Y.....$100

TINTON AV, 846, e s, 20.3x92; Morris Kutinsky to Samuel Kutinsky, 121 2d Av, April 18, (mtg $4,500;) attorney, Hyman Bursky, 6 Avenue B.....$100

WEBSTER AV, e s, 320.4 ft s of 182d St, 150x 105; John J. Tully to John J. Tully Co., 1,903 Boston Road, April 17, (mtg $15,000;) attorney, F. A. Snow, 15 Wall St.....$100

138TH ST, n w corner of Walton Av, 49.1x 100; Francis Bacon Piano Co. to Bacon Piano Co., May 14, 1910, (mtg $26,000;) attorney, Title Guarantee and Trust Co., 176 Broadway.....$1

149TH ST, s s, 196.3 ft e of Morris Av, 25x 88.6; Enrichetta Biondi to Maria Biondi, 292 East 149th St, Jan. 30; attorney, H. W. Korndorfer, 398 East 152d St.....$1

167TH ST, s s, 140.8 ft e of Railroad Av, 25x 100; Samuel Rubin and others to Robert Schwarzler, 456 East 167th St, April 18, (mtg $3,250;) attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$100

186TH ST, 460-464 East; Weisman & Herman, corporation, to Samuel G. Zeitlin, New Rochelle, N. Y., April 18, (mtg $27,500;) attorney, Title Guarantee and Trust Co., 176 Broadway.....$100

RECORDED MORTGAGES.

With name and address of lender and lender's attorney. Interest is at 5 per cent. unless otherwise specified.

Manhattan.

BLEECKER ST, s w corner of Downing St, 76x75.9; Church of Our Lady of Pompeii to Emigrant Industrial Savings Bank, 51 Chambers St, April 18, 5 years; attorneys, R. & E. J. O'Gorman, 51 Chambers St.....$55,000

BLEECKER ST, 273 and 273½, e s, 24.9x80.1; Robert Lee Morrell to Title Guarantee and Trust Co., 176 Broadway, April 19, due as per bond; address, 176 Broadway.....$10,000

BROADWAY, 36-42, e s, 116x—; New York Real Estate Security Co. to New York Trust Company, trustee, 28 Broad St, prior, mtg $4,000,000, &c., &c., as per mtg recorded Dec. 17, 1908, supplemental to mtg recorded December, 1908; attorneys, Hornblower, M. & P., 24 Broad St.

FRONT ST, 226, n w s, 25.2x72.10; Robert L. Morrell to Title Guarantee and Trust Co., 176 Broadway, April 19, due as per bond; address, 176 Broadway.....$9,000

IRVING PL, 67 and 69, w s, 46x85.6; Charles Hirschhorn to Columbia Trust Co., 135 Broadway, April 18, 3 years, 4½ p. c.; attorneys, Rose & P., 128 Broadway.....$145,000

LEXINGTON AV, 677, n e corner of 56th St, 20.5x72; Emil Stern and others to Title Guarantee and Trust Co., 176 Broadway, March 22, due, &c., as per bond; address, 176 Broadway.....$30,000

MADISON AV, 64, w s, 24.8x95; Edward Fagan to Gibraltar Mortgage Co., 52 William St, April 8, 3 years; attorneys, M. S. & I. Isaacs, 52 William St.....$63,000

SAME PROPERTY; same to Otto R. Hartmann, 865 Riverside Drive, prior mtg $64,000, April 18, 1 year, 6 p. c.; attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$7,000

PRINCE ST, 13 and 15; David Baum to Citizens' Savings Bank, 56 Bowery, April 19, 5 years, 4½ per cent.; attorneys, Pirrson & B., 31 Liberty St.....$42,000

WEST END AV, 226 West, 17x70; Clara C. Thayer to Bronx Investment Co., 128 Broadway, April 18, 3 years, 5½ per cent.; attorneys, Merrill & R., 128 Broadway.....$13,000

3D AV, e s, 25.5 ft n of 52d St, 25x100; John J. Reed to Mathilda A. Stier, 129 East 65th St, April 19, 5 years, 4½ p. c.; attorney, George H. Hyde, 41 Park Row.....$17,000

SAME PROPERTY; same to same, April 19, 1 year, 4½ p. c.; attorney, same.....$4,000

8TH AV, 2,672, e s, 25x100; Emma Oliver to City Real Estate Co., 176 Broadway, prior mtg $31,000, April 16, due, &c., as per bond; attorney, Title Guarantee and Trust Co., 176 Broadway.....$500

12TH ST, n s, 575 ft w of 5th Av, 25x92; Solomon L. Pakas to Title Insurance Co., 135 Broadway, April 18, 3 years; address, 135 Broadway.....$32,000

18TH ST, s s, 225 ft e of 9th Av, 25x92; Carrie A. Miller to Isaac Hatt, 86 West 119th St, April 19, prior mtg $11,000, 2 years, 6 per cent.; attorneys, Engel Brothers, 13 Nassau St.....$20,000

23D ST, 265 West, 18.9x98.9; Martha McLellan to Maria S. Simpson, 362 West 30th St, April 1, prior mtg $20,000, 1 year, 6 per cent.; attorney, J. G. Roe, 128 Broadway.....$6,500

30TH ST, 318 West, 22x98.9; Martha McLellan to Jennie E. McLellan, 548 West 160th St, prior mtg $15,000, 1 year, 6 p. c.; attorney, Jesse G. Roe, 128 Broadway.....$7,000

44TH ST, 112 West, 17.6x100.4; Laura M. Marston to Lawyers Mortgage Co., 59 Liberty St, April 19, 3 years; attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$30,000

45TH ST, 13 and 15 West, 33.6x100.5; Isaac J. Mayer to Farmers Loan and Trust Co., 22 William St, March 29, (prior mtg $40,000,) 5 years; attorneys, Geller, R. & H., 22 Exchange Pl.....$80,000

59TH ST, n s, 180 ft e of 3d Av, 25x200.4; Emma Esselborn and others to Lawyers Mortgage Co., 59 Liberty St, April 19, 5 years; attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$14,000

80TH ST, s s, 90 ft w of 3d Av, 44x102.2; Edmund A. Kolb to Henry Barmann, 46 Adrian Av, April 15, due as per bond; attorneys, Salter & S., 140 Nassau St.....$20,000

89TH ST, n s, 325 ft e of Amsterdam Av, 75x 100.8; Trustees for the Corporation of the African Methodist Episcopal Church in the City of New York, known as Zion Church, to Title Guarantee and Trust Co., 176 Broadway, April 18, due as per bond; address, 176 Broadway.....$20,000

101ST ST, 7 West, 38x100.11; Wilmore Realty Co. to John Englis, Englewood, N. J., Oct. 9, 1911, 1 year, 6 per cent.; address 115 Broadway.....$5,000

114TH ST, n s, 295 ft e of 1st Av, 25x100.11; Luigi Flora to Norman S. Schloss, 100 St. Nicholas Av, April 16, (prior mtg $12,500,) 2 years, 6 p. c.; address 128 Broadway....$2,000

128TH ST, n s, 257.6 ft e of Lenox Av, 20x 99.11; John Shepard to Thomas Daly, 506 West 126th St, prior mtg $7,000, April 18, 2 years, 6 p. c.; attorney, Arthur Bell, 364 Alexander Av.....$3,000

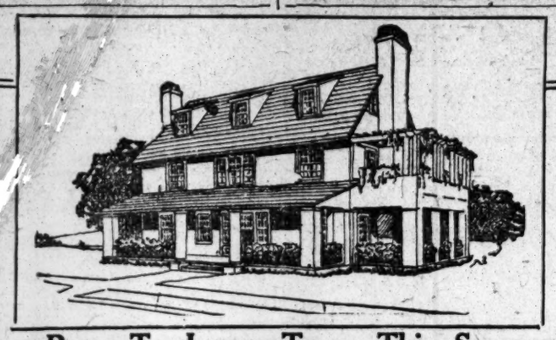
134TH ST, n s, 315 ft w of Park Av, 25x99.11; Eugene Kelly to John Toner, 839 West 49th St, April 9, 5 years; attorney, Thomas J. Bannon, 5 Beekman St.....$4,000

Bronx.

AUSTIN PLACE, e s, 30.3 ft s of 149th St, 120.9x—; Antonio Spinelli and another to Antonio Spinelli, guardian, 320 East 113th St, April 5, 3 years, 4½ per cent.; attorney, Deyo & P., 128 Broadway.....$2,629

AVENUE E, n e corner of 10th St, 108x51.3, Unionport; Martha F., wife of Charles W. Kurz, to Henry Kurz, 373 East 152d St, Jan. 1, due, &c., as per bond; attorney, H. W. Kor

QUEENS—FOR SALE OR TO LET. | QUEENS—FOR SALE OR TO LET.



Too Busy To Leave Town This Summer?
Then Why Not Have a City Home By The Sea?

The tired business man who wants recreation for himself and family but is too busy to leave town in the Summer should investigate the delightful

NEPONSIT BUNGALOWS and HOUSES

$5,200 Upwards, Little Cash Down.

They are only 40 minutes out by the Long Island Railroad. Near clubhouse. Magnificent bay and ocean views.

Houses are of cement stucco on hollow tile. Artistic, convenient, comfortable and built to last. All improvements. Our Office and Building Department are at your service to help you get located with as little time and trouble as possible. Information by mail or telephone. Ask for it.

NEPONSIT REALTY COMPANY

1 West 34th St., New York City. Telephone 2741 Greeley.
Brooklyn Office, Realty Associates, 176 Remsen Street.

FINE WATER FRONT COTTAGE-

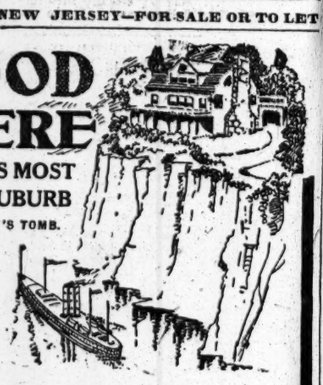
Long Island Sound; one-half hour from Penn Station, N. Y. City; 7 rooms and bath; 2 lots; cement walks, macadamized streets; gas and electric light; water and sewerage; fine bathing beach and high-class yacht clubhouse close by; refined and select neighborhood; elegant surroundings; cheap; terms to suit purchaser. SHORE FRONT, 146 E. 34th St.

28 Minutes from Broadway.

At Queens, L. I., main line express station Penn.-Long Island electric system. New, moderate-priced suburban cottages and semi-bungalows for sale. Every city improvement. Restricted property—ideal social neighborhood. CONSTRUCTION GUARANTEED. Easy payments. Write for Spring list or 'phone 3876 Cortlandt.
J. MEAD BRIGGS, 200 Broadway, N. Y.

NEW JERSEY—FOR SALE OR TO LET | NEW JERSEY—FOR SALE OR TO LET

GRANTWOOD and MORSEMERE



GRANTWOOD IS NEW YORK'S MOST ATTRACTIVE & HEALTHFUL SUBURB
HIGH ABOVE THE HUDSON. OPPOSITE GRANT'S TOMB.

Mountain air. City conveniences. Easy of access. Appeals to particular people.

MORSEMERE THE BEAUTIFUL.
Artistic Bungalows for year around occupancy. Prices moderate. Terms to suit.

COME OUT TO-DAY.

Morsemere is reached in 20 to 30 minutes: Uptown—Via 130th St. Ferry then Fifth Ave. car. Downtown—Via N.R.R. of N.J. connecting at Jersey City with the Hudson Tubes or Chambers St. Ferry.

Grantwood is reached in 10 to 20 minutes: Uptown—Via 130th St. Ferry, take any car. Downtown—Via Desbrosses or 42d St. Ferries, take Palisade car.

SEND FOR FREE PHOTO BOOKLET
COLUMBIA REAL ESTATE COMPANY
Tel. 507 Bryant. DEPT. A, TIMES BUILDING

LONG ISLAND—FOR SALE OR TO LET | LONG ISLAND—FOR SALE OR TO LET

Low Fares Sundays
April 21 & 28, to
Long Island

On the above dates special excursion tickets will be sold by the Long Island Railroad at

ONE-WAY FARE FOR ROUND-TRIP

from Pennsylvania Station, N. Y., Long Island City, and Brooklyn, to points east of Flushing and Jamaica, including the Far Rockaway Branch, for all trains from 8:00 A. M. to 2:10 P. M., good to return on any train on date of sale.

GO NEXT SUNDAY

and see the advantages that Long Island offers for residence and investment.
This is your opportunity to select the spot for your Summer or permanent home, and to enjoy the dawn of Spring in the great open country.

TRAINS LEAVE

new Pennsylvania Station, 33d St. & 7th Av., N. Y., Long Island City, and Brooklyn, (Flatbush Av.,) the terminus of the N. Y. Subway.

GREAT HOUSE BARGAIN.

$5,950 BUYS A $7,900 HOUSE.
A beautiful new suburban house, between the Sound and the sea, built by days' work, on a large plot, in a restricted private residence park, refined surroundings; 27 minutes from Manhattan, 1 block from depot and trolley; first-class hardwood trim; excellent heating, gas, electricity; beamed ceilings, parquet floors, panelled dining room; easy terms. Call, 'phone, or write McNEECE, 150 Nassau St. 'Phone 4070 Beekman.
McNEECE, 150 Nassau St.

LONG ISLAND—WOODMERE.
For rent, Summer season or year, 31 minutes from Pennsylvania Station, concrete house; lot 80x190; 12 rooms, 3 baths, exquisitely furnished, piano, Victrola; every modern convenience; house 1,000 feet clear of any other house on all sides; 7 minutes' walk from station. L. 50 Times.

ONLY ONE HOUSE LEFT AT
Bayberry Point, Islip, L. I.
belonging to the Estate of H. O. Havemeyer.
Rent $1,200. Full commission to brokers.
HERBERT A. SHERMAN,
114 Liberty St. and 532 5th Av.

For Sale! Westfield, New Jersey.—New, large house, terraced, 155x205; electricity, gas, and hot-water heating; running water in bedrooms; Ruud hot-water plant; garage and poultry house; high altitude great sacrifice; family leaving town; cost $14,000; sell for $9,750. "T. E. W.," owner, Westfield, New Jersey.

Gentleman's country place at Garden City for rent by the year; 2 acres of ground; house 14 rooms; stable, garage; $2,200 per year. Apply to George L. Hubbell, Garden City, L. I.

A.—A.—If you are interested in a home or land on Long Island, send at once for my Long Island magazine, giving reliable information; it is free. President, Room 202, 347 5th Av.

First-class, nine rooms, two baths; centre of Flushing; price, $11,000; rent $55. For particulars address Wallace-Appleton Company, Waldheim, Flushing.

ROSLYN ESTATES, L. I.—Finely located building plot for sale; cheap to close estate. W. B. Bunnell, 154 Nassau St., New York.

Kew Gardens
KEW, LONG ISLAND
15 MINUTES from Penn. Station.

Eight beautiful houses just completed, ready for occupancy. Plots for building at moderate prices, and favorable terms to right parties. Over a mile frontage on Forest Park.

For maps, prices and particulars apply to
Kew Gardens
Marbridge Bldg., Broadway & 34th St., N. Y.
Tel. 5350 Greeley.

A QUICK SALE AT SACRIFICE

Gentleman's country place, beautifully located on north shore, Long Island, overlooking Northport Harbor and Long Island Sound, "the Eden of Long Island." Only 40 miles, or one hour from New York City; 25 acres; high elevation; Colonial house, 15 rooms, 2 baths, hardwood floors, concrete cellars, steam heat, electric light and telephone; large library; wide verandas; hundreds of finest shade trees; 100 best fruit trees; fine driveways; artesian water; tennis court; large barn, fine garage; storage house; ice house; nursery; large gardens; fine pasturage; private dock and boat landing, &c. Entirely equipped and furnished ready for occupancy. Write for photos and full particulars. Broker protected.
C. W. DUMONT, 27 Cedar St.

Great Neck, L. I.
Water—2 Acres—Front
Part of Exclusive Private Estate.
More acreage can be had if desired.
JOHN R. HOYT
Specialist in North Shore Property,
500 Fifth Avenue, at 42nd Street, New York.
Telephone 2933 Bryant.

FOR SALE
Exceptionally fine Waterfrontage on the Sound at WAMPAGE SHORES,
45 minutes from New York,
in plots suitable for and within the means of persons accustomed to attractive homes.
Most beautiful location; ideal neighborhood; magnificent landscaping; every improvement; perfect white sand beaches.
Write for particulars.
S. OSGOOD PELL & CO.,
Tel. 5610 Bryant. 542 Fifth Ave.

AT FLUSHING

Bought at foreclosure, new houses, less than cost. Large rooms, parquet floors, etc. Splendid location; restricted property; 23 minutes from Herald Square. Convenient to trolley. $250 cash; balance in easy payments.
FRANK CROWELL
ROOM 202, 347 5TH AVE., N. Y.

FOR FULL PARTICULARS OF

the lands called Shoreham, the most picturesque spot within 500 miles of New York City in any direction for your country home with the FINEST SEA BATHING BEACH IN THE WORLD, call upon or address me for photographic views of the lands, floor plans and photographs of houses upon "Estates" that I have for sale at Shoreham and elsewhere.
FITCH H. MEDBURY, 11 Wall St.
'Phone 4135 Rector.

Woodmere, near station, opposite Country Club, for sale or rent; 8½-story frame dwelling; 4 master's bedrooms, 2 servants' bedrooms, 3 tiled bathrooms, full-size billiard room, beamed ceiling dining room; living room 85x15; large central hall, kitchen, pantry, laundry; gas and electricity; hardwood floors; screens for all doors, windows, and porches; newly decorated and painted; immediate possession; plot 75x192. E. C. Schiffmacher, 90 Wall St., N. Y. C., or Cotter, Woodmere.

To Let—New Colonial house in best residential section of old Flushing; 10 rooms, 2 baths, gas and electric lights, dry cellar, open fireplace, good furnace, shade trees, and piazza. Write or call 87 Bowne Av., Flushing, L. I.

WESTBURY, L. I.

Newcastle Section, 74 lots, 25x100, finely located. Most of them on trolley road avenue. At $250 each, which is bargain price. Might exchange. FRASURE, 67 West 134th St.

$500 CASH; BALANCE EASY.
FREEPORT, L. I. BAYVIEW SECTION.
Near bay, depot, trolley; house, 8 rooms, bath; large barn, chicken run; plot 70x140. Every improvement. ONSLOW-MOORE CO., Freeport and 44 Court St., Brooklyn.

WESTCHESTER—SALE OR TO LET. | WESTCHESTER—SALE OR TO LET. | WESTCHESTER—SALE OR TO LET.

Some Real Estate "Don'ts"
Some Larchmont Gardens Answers

The New York Times last Sunday printed the following sensible "Don'ts" to prospective buyers of Real Estate. Heed those "Don'ts"—for they're well worth while. And then read what **Larchmont Gardens** has in the "Don'ts" Column.

N. Y. Times "Don'ts"	Larchmont Gardens Answers
"Don't buy land you haven't seen."	Come out to Larchmont Gardens as our guest—and see. Free tickets for the asking.
"Don't buy land on somebody else's advice as to location."	Do your own choosing when you get to Larchmont Gardens.
"Don't buy land unless the seller is solvent and of good reputation."	Clifford B. Harmon has been instrumental in opening 108 suburbs—see Bradstreet's or Dun's for further details.
"Don't buy land without consulting a responsible title company or a lawyer in whom you have confidence."	The Westchester and Bronx Title and Mortgage Guarantee Company has guaranteed the title—ask them.
"Don't buy land unless you know that the cost of improvements is provided for or that the assessments are paid."	All improvements at our expense—ask any Clifford B. Harmon customer at any of our other properties.
"Don't buy land without investigating the cost of transportation and the convenience of the time table."	Over 60 trains a day—13½-cent commutation rate to Larchmont Gardens.
"Don't buy land in a hurry; take your time and be sure that it is the land you want."	The only answer to this is that all of Larchmont Gardens may be sold while you're making up your mind.
"Don't assume liabilities that you may not be able to carry."	$10 down—a little a month—and your lot is not forfeited by loss of employment or by sickness.

67 Trains Daily

Prices for lots range from $190 to $490.
$10 cash and a little every month.

We will help you to build a home.
Come out as our guest!
Or a postal brings a booklet.

35-Minute Ride

CLIFFORD B. HARMON & CO.
42d Street & Madison Ave New York City

For Rent in Scarsdale.

FURNISHED HOUSES FROM $300 TO $1,200 FOR THE SUMMER.

No section more interesting and comfortable during the warm weather. These are private homes with every convenience. Unfurnished houses, a fine home in the best section, 16 rooms, 3 baths, 2 acres of lawn, per year $1800.

A 12-room house, 3 baths, 5 fireplaces, piazzas and balconies, garage and fruit, ¾ acre, near station, never before offered for rent, $1500 per year.

Houses at the following rates: $35, 45, $60, $75, $87.50 per month.
W. J. REED, Scarsdale, N. Y.

IF YOU ACT TODAY!

Builder who desires to turn his money offers three houses recently built at less than cost to duplicate now. If you are looking for a home within 38 minutes of Grand Central, 96 electric trains daily, in a suburban community that offers pleasant social life and every city convenience, look at these houses. An opportunity for two or three friends to locate near each other. Very reasonable terms for prompt purchasers. O. W. HILL, 503 Fifth Ave., N. Y. Tel. 301 Bryant.

BARGAIN AT ARDSLEY ON HUDSON

A rare opportunity to acquire a beautiful place in the most select residential section of the Hudson River; express train service; elaborate club service, social life, etc.; dwelling, 16 rooms, 3 baths; steam heat, gas, electric light; stable and carriage house, accommodates 6 horses; tennis court, garden, and shade trees; 3½ acres. Price is so low we are ashamed to publish it; afraid other owners in this section would do us bodily harm. Confidential particulars as to price to be had by addressing "Ardsley," P. O. Box 822, N. Y. City.

RYE, N. Y.

Attractive furnished and unfurnished houses for rent.
PROPERTY FOR SALE
Villa, Plots in Loudon Woods, five minutes' walk from the station. Exclusive.
HERBERT A. SHERMAN
114 Liberty St. and 532 5th Av.

A LOVELY HOME

can be bought now at cost, or will rent to responsible party; 50 minutes from New York on the banks of the Hudson. Close to yacht and country club. Location and surroundings ideal. House modern and up to date. Will consider reasonable offer. What do you say? Address Owner, 1,001, 831 Madison Av.

An Artist's Home for Sale or Rent

Situated on a hilltop in Westchester County, 35 minutes out from Grand Central; nine rooms, tiled bath, steam heat, electric light; artistic and practical; large grounds, surrounded by poplars; grape vines, fruit trees, etc. Price $10,500; rent $65; possession June first if desired.
Anderson Realty Co. near New Haven Station, Mount Vernon, N. Y.
Mount Vernon.

TO-DAY 1912's
BIG AUCTION
THE TAGLIABUE ESTATE
Property on the line of the new New York, Westchester and Boston R. R.
Mt. Vernon, N.Y.
82 Fine Building Plots 25x105 each.
AND
1 Modern Cottage on 50 ft. plot,
WILL BE SOLD AT
PUBLIC AUCTION
On the premises, under tent, rain or shine,
TO-DAY, SATURDAY,
April 20, 1912, at 2 P. M.
By George W. Bard, Auctioneer
Terms of sale:—10% on day of sale.
15% on delivery of deed.
75% may remain on mtge.
For maps, diagrams and further particulars Apply to Auctioneer, 11 Depot Place, Tel. 249 Mount Vernon, N. Y.

McCLELLAN & CO.
for
MOUNT VERNON REALTY.
New Rochelle.

For Sale, New Rochelle, N. Y.—New, up-to-date cottage; ideal location; eight minutes to station, six minutes to boating and bathing, two minutes to trolley; price low; terms easy. Chas. O. Le Count, 290 Broadway, N. Y., or any local broker.

Yonkers.

$6,000 buys plot 10 lots, (25x100;) $2,000 cash; Woodlawn Av. Owner 860 B'way, Manhattan.

LONG ISLAND—FOR SALE OR TO LET

Long Beach Colonial cottage, corner Penn St. and Laurelton Boulevard; twelve rooms, three baths; for sale practically furnished, including billiard table; cost $30,000; will sell for $22,500. House open for inspection Sunday, April 21. Frederick P. Jones, 334 5th Av., New York.

BROADWAY—FLUSHING.
New, attractive stucco cottage for sale; six rooms and bath; all improvements; $6,000; easy terms; best bargain on Long Island. Inquire M. Samter, Room 6,050, 1 Madison Av., N. Y. C.

South Shore, Baldwin Harbor.—House and half acre plot for sale very cheap for cash or small monthly payments; this is a great bargain; only 41 minutes from Broadway and 34th St. D. B., 91 Times.

BARGAIN.—80 N. Y. CITY LOTS, Ocean Av., Jamaica; 5 minutes to trolley and Penn. R. R. G. W. Smith, 393 Broadway, N. Y. C.

REAL ESTATE.
FACTORIES EVERYWHERE. 9 CLINTON ST.
ROBERT B. STOUTENBURGH, Newark, N. J.

BUNGALOWS
00 Cash. Bal. terms
NEAR THE BEACH
Oakland Beach Ass'n
Rye, N. Y.

BEAUTIFULLY SITUATED BUILDING LOT ON THE SOUND AT LARCHMONT. HALF ACRE; $8,000. E 120 TIMES.

Pelham Manor.—For rent, an ideal all-year home in Pelham Manor; elegant and artistic house with 14 large rooms; 3 baths; beautiful surroundings; large trees and two piazzas; convenient to two stations; 29 minutes from New York; will sell. Owner, 959 Esplanade. Phone 1574 Pelham.

For rent, unfurnished, Irvington-on-Hudson, modern house, 12 rooms; acre grounds; cottage, stable; 5 minutes' walk from station. Address A. W., 64 East 92d St.

TO LET FOR BUSINESS PURPOSES.

To be sublet—one or more of a large suite of offices in the Cambridge Building, 334 5th Ave. at 33rd St., opposite the Waldorf; most central location; highest class office building in the Fifth Avenue section; will lease for a term from 6 months to 12 years at reduced rent.
Apply to the Agent, Room 611.

41 Park Row & 147 Nassau St.
Junction Park Row, Spruce & Nassau Sts. Opposite City Hall Park.
OFFICES TO LET, Bldg. 16 stories high. 3 sides open on 3 streets.
Modern Building. Continuous Service
Apply E. A. TREDWELL, on premises.

EXCEPTIONALLY LIGHT LOFT; ALSO STORE, CORNER BANK AND GREENWICH STS., EACH CONTAINING ABOUT 5,000 SQUARE FEET; ALSO STORE, 587 HUDSON ST.; POWER IF DESIRED. APPLY ESTATE OF PETER M. WILSON, 589 HUDSON ST., OR YOUR OWN BROKER.

STORE AND BASEMENT, 70x90.
3-5 WEST 19TH ST.
HERBERT A. SHERMAN,
114 Liberty St. and 532 5th Av.

Small office and desk room to sublet; desirable downtown location. Phone 4774 Beekman.

Scarsdale and Vicinity.—Send for our choice list of homes and country estates for rent. Angell, 16 East 42d St.

TO LET FOR BUSINESS PURPOSES.

LOFT 6,800 Square Feet
ALSO
½ Loft 3,400 Square Feet
Merchants Association Building,
54-60 LAFAYETTE ST.,
Between Leonard and Franklin Sts.
LOFTS 2,200 Square Feet
414 BROADWAY.
REASONABLE RENTALS.
On Premises or Your Own Broker.

Fifth Avenue Store, adjoining the Waldorf-Astoria, 22 feet wide, 70 feet deep, with extension 22x36; large skylight, fine basement; possession May 1; will divide and change display window to suit tenant.
Ernestus Gulick Company, 334 5th Ave.

LOFT TO LET
301 and 303 Adams St., near Borough Hall; first loft; very desirable; 48x96 feet; good light and air; steam heat; elevator; electric light and power in building; rent $1,200 a year. Inquire of owners or your broker.
Kings & Westchester Land Co.
350 Fulton St., Brooklyn, N. Y.

BUILDINGS, STORES, LOFTS
AND OFFICES TO LET
ANYWHERE DOWNTOWN AND ON ALL THOROUGHFARES
WM. H. WHITING & CO.
41 PARK ROW TEL. 5900 CORT.

STORE AND BASEMENT,
830 BROADWAY
just south of 13th St. Very low rental on scaling lease.
HERBERT A. SHERMAN,
114 Liberty St. and 532 5th Av.

Parlor floor, furnished or unfurnished. 187 East 28th St.

The New York Times Annual Real Estate Review
Sunday, April 28th

Guide for Home Seekers, Buyers of Real Estate, Information for Brokers, Builders, Farmers and Financiers. New Buildings in and around Greater New York, Latest Construction Methods, Legal Memorabilia.

George P. Mortimer, of the Fuller Construction Company, on Renting Conditions on Lower Broadway.

President Miller, of the New York, Westchester & Boston Railway, on New Territory Opened by Railroad Lines.

Charles F. Noyes on New Fire Insurance Centres.

J. W. Moore, Superintendent of Buildings, on Building in the Borough of Queens.

Tenement House Commissioner Murphy on the Definition of a Tenement.

Professor C. P. Warren, of Columbia University, on New York City's Architecture.

E. H. Putnam, of the Atlantic Terra Cotta Company, on the Increasing Use of Artistic Terra Cotta.

Joseph P. Day on Realty Values in New York City.

John L. Parrish on How Business Centres Change.

Bryan L. Kennelly on the Outlook for 1912 in the Auction Market.

J. A. Henderson, Superintendent of Buildings, on Three Months' Building Record in the Bronx.

President Miller, of the Borough of the Bronx, on How the Borough of the Bronx Has Grown.

Robert E. Simon, of the Henry Morgenthau Company, on the Industrial Possibilities of the Bronx.

Mrs. B. Lyman on Dwellings Best Suited for New York's Suburbs.

W. J. Baldwin on Heating and Ventilating Big Structures.

Douglas Elliman on the Business Development of Upper Madison Avenue.

Horace Anderson, Assistant Secretary, Title Guarantee & Trust Company, on Signing a Contract for the Purchase of Real Estate.

NINTH YEAR OF PUBLICATION.

APARTMENTS TO LET—Unfurnished. | APARTMENTS TO LET—Unfurnished.

MANHATTAN.
West Side.
Above 110th Street and Washington Heights.

TELEPHONE: AUDUBON 5675.
The Andrew Jackson
Northeast Corner Riverside Drive and 149th St.
BEST APARTMENTS ON THE DRIVE.
JUST COMPLETED.
NEW IDEA
High Class Dwelling Apartments of
6, 7, 8, AND 10 LARGE-SIZED ROOMS.
SOUTHERN EXPOSURE.
UNIQUELY ARRANGED WITH 2 AND 3 BATHS.
LIKE PRIVATE HOUSES.
All latest improvements. Observation Roof.
RENTALS, $900—$2,000.

The Dardanelles
460 West 147th Street.
NEAR CONVENT AVE.
Couple minutes to 145th St. "L" & Subway.
Just completed
High Class Elevator Apartments
embodying every up-to-date improvement, including vacuum cleaning, uniformed hall and elevator service, &c.
3, 4, 5, 6 Rooms & Bath
EXCEPTIONALLY LARGE AND SUNNY.
Beautiful and refined neighborhood, restricted to high-class apartments and private residences.
Apply Resident Manager on premises.

THE COURTWOOD,
169TH STREET & BROADWAY.
Modern elevator apartments, 5, 6 and 7 rooms and 2 baths; very large, light rooms; $50 to $75. Inducements.
RENTING REMCO SYSTEM
Broadway & 98th Street

375-377 EDGECOMBE AVE.
At 152d, facing Colonial Park. Hall service, electric lights, beautiful interior finish, 5-6 rooms, $28-$37.
Elegant apartments; all improvements.
48 & 50 CONVENT AVE.
S. W. Cor. of 130th St., block east of Amsterdam Av. 4-6 rooms, $23-$31. Inducements.

THE MIDLOTHIAN
353 West 117th St.
5 and 6 Rooms, $35.00 to $45.00.
Elevator, telephone, steam heat, hot water, tiled bath, uniform service, electric light; all rooms outside light and air. See janitor.

SEMIRAMIS 13 W. 110th St.
ZENOBIA 217 W. 110th St.
High-class elevator apartments, facing Central Park; 5, 7, and 8 rooms; every convenience. Rents $780-$1,100; concessions. Apply Supts. on premises, or Louis Schlechter, 217 West 110th.

8 ROOMS, 2 BATHS, $50
SEVEN ROOMS, TWO BATHS, $40.
Upper part, large rooms, 2-family house; electricity; parquet floors; steam heat, hot water supply. Separate entrance; lawn; janitor service; seen any time. Builder, 79 W. 181st.

West Side.
IVY COURTS
230 West 107th St., off Broadway.
To sublet to October 1st, 1913,
One six-room apartment.
One seven-room apartment.
Southern exposure; large, bright rooms; unusual closets; first-class elevator apartment house; modern improvements. Will rent at a sacrifice.

Washington and Jefferson,
318-328 WEST 51ST STREET.
Attractive apartments, six and eight large, light rooms; bath, elevator, and all modern improvements. Premises or Alexander Wilson, 489 5th Av.

308 WEST 15TH ST.
ATTRACTIVE BACHELOR APARTMENTS.
2 rooms and bath, $32
ASHFORTH & CO., 11 East 42d St.

301 WEST 46TH ST.
7 rooms and bath; moderate rent.
ASHFORTH & CO., 11 East 42d St.

East Side.
NEARING COMPLETION
960 PARK AVE.
N. W. cor. 82nd St.
12 & 14 Rooms—3—4 Baths
$4,000—$6,000
Manager on premises.
Douglas L. Elliman & Co.,
421 MADISON AV.
At 48th St. Tel. 850—Murray Hill.

Manhanset
61-65 East 59th St.,
NEAR MADISON AVE.
The Most Accessible Location in New York City.
High Class Modern Apartments, 3 Rooms and Bath, Furnished or Unfurnished, Hotel Service.
FOR RENTS, ETC.,
See Superintendent on Premises.

THE CARLTON
157 EAST 81ST ST.
New fireproof elevator apartment, 6 extra large rooms, foyer halls, tiled bath with showers; separate maid's convenience. Rents $1,000 up. Supt.

FLATS OF SEVEN EXTRA LARGE, light rooms and bath, in the well-kept apartment houses, 720-728 Third Av., near 45th St.; rents low; possession May 1st.
CRUIKSHANK COMPANY, 141 Broadway.

THE CLEVELAND
136-130 East 74th St.
Apartments of 9 rooms, ample closets, etc.

Kingston—129 East 76th St,
Handsome apartment, 7 large, light rooms, $55.

BRONX.
LOW RENTS
Beautiful, Large Rooms
ONE BLOCK FROM CROTONA PARK.
½ Block from Public School.
CLINTON AVENUE,
90 Feet NORTH 175th St.;
All five-room apartments; extra large closets; electric lights throughout; steam heat and everything up to date.
APPLY ON PREMISES, OR
PLOUGH & FOX CO., Owners,
391 EAST 149TH ST.

TO LET FOR BUSINESS PURPOSES.

LOW RENT.
TWO LOFTS, 50x100,
in piano and white goods factory section;
LIGHT ON FOUR SIDES;
power, live steam, fine shipping facilities;
PLENTIFUL LABOR SUPPLY.
749-751 East 137th, near Southern Boulevard.

PLEASANT OFFICES—LOW RENT.
Various-sized suites, single offices, $12 upward; also desk room; beautiful view river; convenient Subway and all elevated lines; modern 18-story. Importers and Traders' Building, 24-26 Stone; 59-61 Pearl, next Broad St.

$15 Up Month.	Exceptionally light and cheerful OFFICES in Modern Fireproof Bldg.	109 Broad St

40th, 520 West.—Five-story loft building to lease; reasonable rent. Apply Joseph Feist, 408 West 42d.

BROOKLYN.
VERY DESIRABLE FRONT OFFICES
and large offices, or store on street; janitor service; light, heat; half block from Subway and City Hall. Your own broker or John Ehlers, 180 Montague St., Brooklyn.

BROOKLYN.
ONE ATTRACTIVE
Upper Duplex Apartment, 239A Brooklyn Av., 6 large, bright rooms and bath; heat, hot water supply and janitor service; rental $55. Apply to owners.
Kings & Westchester Land Co.
350 Fulton St., Brooklyn, N. Y.

DUPLEX CORNER APARTMENT
Brooklyn's finest thoroughfare; Brooklyn Av., corner St. John's Place; seven rooms and bath; all light; rent $70. Janitor or 'phone Crocup, 5700 Prospect.

AUCTION SALES.
ANDREW J. McCORMACK, Auctioneer.
REGULAR AUCTION SALE OF
STOCKS AND BONDS
By ADRIAN H. MULLER & SON
OFFICE, NO. 55 WILLIAM ST.,
Wednesday, April 24th, 1912,
at 12:30 o'clock, at the
EXCHANGE SALESROOM,
NOS. 14 AND 16 VESEY STREET.
FOR ACCOUNT OF SUPERINTENDENT OF BANKS IN CHARGE OF THE NORTHERN BANK OF NEW YORK, IN LIQUIDATION.
40 shs. New York & Brooklyn Brewing Co.
70 shs. Hotel Cumberland Common.
70 shs. Hotel Cumberland Prefd.
50 shs. Hotel Cumberland Prefd.
10 shs. Broadway Safe Deposit Co.
BY ORDER OF EXECUTORS.
$20,000 Second Avenue R. R. Co. 1st Consol'd Mtge. 5 p. c. Bds., due February, 1948; August, 1908, coupons attached; Guaranty Trust Co. Certf.
$10,000 Missouri Pacific R'way Co. Trust 5 p. c. Bds., 1917.
$6,000 Ulster & Delaware R. R. Co. 1st Consol'd. 5 p. c. Mtge. Bds., 1928.
100 shs. Astoria Silk Works, Long Island City.
26 shs. Citizens Central Nat'l Bank.
10 shs. German-American Bank.
7 shs. Citizens Central Nat'l Bank.
BY ORDER OF ADMINISTRATOR.
"English copyright on published lectures of Swami Vivekananda on Raja Yoga; also Patanjalis Yoga Aphorisms, with Commentaries."
FOR ACCOUNT OF WHOM IT MAY CONCERN.
$24,000 Phoenix Fuel, Light & Water Co. 1st Mtge. 5 p. c. Bds., 1925; January, 1909, coupon attached.
250 shs. Santa Eduviges Mining Co.
500 shs. McCrum-Howell Co. Common.
$30,000 Series B Isabella Connellsville Coke Co. Purchase Money Serial 5 p. c. Gold Notes, due April, 1913.
$5,000 Isabella Connellsville Coke Co. 1st Mtge. 5 p. c. Skg. Fund free of tax 30-year Gold Bonds, due April, 1930.
138 shs. International Lumber & Develop. Co.
$15,000 Mobile Portland Cement & Coal Co. 1st Mtge. 6 p. c. Gold Bds., 1928, with coupons attached.
$10,000 Mobile Portland Cement & Coal Co. 1st Mtge. 6 p. c. Gold Bds., 1928, with coupons attached.
15 shs. Title Guarantee & Trust Co.
10 shs. Metropolitan Jockey Club T. C. V. T.
$1,000 Metropolitan Jockey Club 1st Mtge. Reg. Bd., 1927.
5 shs. Peoples Surety Co.
3 shs. Remsen Bond & Mtge. Co.
4 shs. Remsen Bond & Mtge. Co.
3 shs. Westchester Trust Co. of Yonkers.
37 shs. Hudson Companies Prefd.
79 shs. National Bank of Commerce.
100 shs. Brighton Beach Racing Asso.
67 shs. George W. Helme Prefd.
67 shs. Weyman-Bruton Co. Prefd.
15 shs. Jefferson Bank.
25 shs. Title Guarantee & Trust Co.
10 shs. Bond & Mortgage Guarantee Co.
25 shs. Equitable Trust Co.

Concluding Day of
SALE TODAY AT 2 P. M.
CLARKE'S ART ROOMS
5 WEST 44TH ST., N. Y. CITY,
(Adjoining 5th Ave. Bank.)
"A Dispersal of Unusual Interest"
The Entire Cella Stock
(Retiring from business) of
Antiques and Reproductions
From 676 Madison Av., N. Y. City, with additions from a large importer,
At Unrestricted Public Auction
A Collection of Beautiful Examples of English, French, and Italian Renaissance Furniture.
CARRARA MARBLES AND ITALIAN TERRA COTTAS
For Interior and Exterior Adornment.
Decorative Objects in Large and Small Pieces, etc.
The Sale will be conducted by Mr. Augustus Clarke.

FOR SALE.

TYPEWRITERS RENTED
3 MONTHS FOR $5.00
and upwards. We also have them to sell. All makes. All prices. Latest models. Fully guaranteed. Liberal allowance for machines taken in exchange. Send for catalogue.
AMERICAN WRITING MACHINE CO.,
345 Broadway, Cor. of Leonard St. Tel. 5408 Franklin. | 10 Barclay St., 7 Doors from B'way. Tel. 6353 Cortlandt.

PIANOS AND ORGANS.

PLAYER PIANOS $275
88 Note—Best in the World.
Lang System.
241 W. 42d St.

WINTERROTH PIANOS,
105 East 14th St. and 14 West 125th St.
Bargains, upright pianos, $75 up; 35 months. Chickering Grand, $100; player-pianos, $350 up.

HELP!!

Even if your business does not call as loudly as this suggests, yet its need for competent employes is surely pressing.

Capable help is essential to your success; also, frequent changes in the effort to find the right man or woman are unwise.

Get in touch right away with the competent employe. Don't experiment—use a medium that reaches the intelligent, the shrewd, and the valuable members of the great army of workers.

Advertise in The New York Times.

THE WEATHER.

WASHINGTON, April 19.—The storm that was off the Middle Atlantic Coast Thursday night has passed to the Canadian Maritime Provinces, and rain Thursday night in the Middle Atlantic States and New England was followed Friday by generally fair weather in these districts. Another barometric depression now covers the Rocky Mountain region and the Southwest and is causing a general increase in cloudiness throughout the middle West and scattered rains in the middle Mississippi Valley.

Temperatures now are below the normal in practically all parts of the country except the Northwest, and Thursday night frost occurred in the upper Mississippi and Ohio Valleys.

Indications are that the Western disturbance will reach the Mississippi Valley during Sunday with general precipitation, which will overspread the Atlantic states Saturday night or Sunday.

No important temperature changes are indicated for any part of the country during the next forty-eight hours.

Winds along the New England Coast will be moderate west; Middle and South Atlantic Coasts, light to moderate variable.

Steamships departing Saturday for European ports will have brisk west winds and fair weather to the Grand Banks.

FORECASTS FOR TO-DAY AND SUNDAY.

Eastern New York—Fair Saturday; Sunday probably showers; moderate variable winds.

Southern New England—Fair Saturday; Sunday increasing cloudiness, probably showers; moderate west winds, becoming variable.

New Jersey and Eastern Pennsylvania—Increasing cloudiness and somewhat warmer Saturday, followed by showers at night; Sunday showers; moderate variable winds.

Northern New England—Fair Saturday and probably Sunday, not much change in temperature; moderate west winds.

The temperature record for the twenty-four hours ended at midnight, taken from the thermometer at the local office of the United States Weather Bureau, is as follows:

1911.	1912.		1911.	1912.
6 A. M.....52	43	4 P. M.....58		50
6 A. M.....49	44	6 P. M.....54		49
9 A. M.....52	48	9 P. M.....51		44
12 M.....59	49	12 P. M.....50		43

This thermometer is 414 feet above the street level. The average temperature yesterday was 48, for the corresponding date last year it was 54; average on the corresponding date for the last thirty-three years, 49.

The temperature at 8 A. M. yesterday was 46; at 8 P. M. it was 45. Maximum temperature, 52 degrees at 2 P. M.; minimum, 43 degrees at 8 A. M. Humidity, 68 per cent. at 8 A. M.; 54 per cent. at 8 P. M.

FIRE RECORD.

A. M.	Loss.
7:35—422 Brook Av.; Solomon Menser	Slight
10:10—46-50 Greene St.; Kenna Co.	None
10:20—17 Ludlow St.; J. Markileine	Trifling
10:42—307 West 44th St.; Morton & Bright	Trifling
11:41—1,326 Brook Av.; Philip Schmidt	$20
P. M.	
12:32—132d St. and Lincoln Av.; Jersey Central R. R.	$150
3:05—807 E. 48th St.; B. Brettler	None
6:10—3,862 3d Av.; F. Birnbaum	$500
6:50—502 W. 56th St.; unknown	Trifling
7:00—1,009 Ogden Av.; J. Cornish & Co.	Trifling
7:20—384 Tinton Av.; H. Gassner	Trifling
8:05—103 East 3d St.; Emil Schuster	$200
8:45—871 Amsterdam Av.; Walter Knorr	Trifling
10:45—663 Brook Av.; Mottofsky Brothers	$25

ESTATES APPRAISED.

Deputy State Controller Wallace S. Fraser transmitted the following appraisals under the inheritance tax law yesterday to Anthony J. Barrett, Chief Clerk of the Transfer Tax Office of the Surrogates' Court:

Estate of MICHAEL HOLLY, (died Dec. 11, 1910,) net personalty, $2,480.94.

Estate of MARY D. STURGIS, (died April 26, 1911;) net personalty, $13,611.84.

Estate of ARTHUR P. CRANE, (died April 23, 1911;) net personalty, $6,152.07.

Estate of ELIZABETH C. BRADLEY, (died Feb. 5, 1911;) net personalty, $16,145.27.

Estate of ELIZABETH B. SHEPHERD, (died Nov. 15, 1910;) net personalty, $78,244.14, including 5 Chicago & Great Western Railway Co. bonds, $4,797.97; 5 New York, New Haven & Hartford Railroad Co. bonds, $5,-123.83; Southern Pacific Railway Co. bond, $980.71; Pennsylvania Railroad Co. bond, $973.83; 2 Cohoes-Waterford Home Telephone Co. bonds, $1,846; 10 Waterford, N. Y., Water Works Co. bonds, $4,074.30; Batopilas Mining Co bond, $400; interest in 4 Buffalo Gas Co. bonds, $1,010.64.

Estate of GEORGE C. CLARKE, (died Jan. 11, 1911;) net personalty, $67,955.18, including 30 shares Colonial Assurance Co. of New York, $1,500; 915 shares Tefft-Weller Co. preferred, $4,575; 1 share South Side Sportsman Club of Long Island, $700; 10 shares Galen Hall Co., $1,000; 102½ shares Rutland Railway, Light & Power Co., common, $4,062.50.

Estate of CAROLINE EINSTEIN, (died Oct. 18, 1910;) net personalty, $47,619.69, principally in personal effects.

Estate of SAMUEL ALEXANDER, (died Nov. 29, 1910;) net personalty, $9,663.98, including 25 shares Union Pacific Railroad Company, common, $4,375; 33 shares Coney Island and Brooklyn Railroad Company, $1,-980.

Estate of ELIZABETH D. ROWELL, (died Oct. 9, 1910;) realty, land in Briggs Avenue, the Bronx, $44,000; net realty and personalty, $50,882.87.

Estate of ELIZABETH K. ARMSTRONG, (died July 3, 1911;) net personalty, $21,765.

Estate of STEPHEN VAN ALEN VAN HORNE, (died July 11, 1911;) net personalty, $20,759.89.

Estate of THOMAS R. MANNERS, (died Sept. 22, 1911,) net personalty, $64,929.11, in mortgages principally.

Estate of PATRICK PENDER, (died June 25, 1903;) net personalty, $3,696.53.

Estate of HARRIET McINTIRE, (died May 30, 1911;) net personalty, $1,689.85.

WILLS FOR PROBATE.

LAURA B. DURYEA, (died April 11;) left more than $5,000 personalty to Melicent Duryea, daughter; Harry Hendrick Duryea, son, and Chester Burnell Duryea, son, residue; St. Luke's Hospital, $5,000; Elizabeth Taylor, sister-in-law, $100; Julia Hazwell, $200; Margaret Rollo, $100; Ida Biederman, $200.

THEODORE SCHUMACHER, (died March 2;) left more than $30,000 realty and more than $30,000 personalty; more than $5,000 to each of the following: Elsie Schumacher, wife; Theodore Schumacher, Jr., son; Caroline Herbert, daughter; Erwin L. Schumacher, son; Emil Schumacher, son; Elizabeth Lykke, daughter; Arthur Schumacher, son.

SEFFARIUS P. GEBHARD, (died April 5;) left $35,000 realty and $200 personalty to Mary E. Gebhard, wife.

LIZZIE YOEB, (died Feb. 3;) left $3,000 personalty; to Esther Frank, daughter, $2,000; Samuel, Charles, Arthur, and Ethel Frank, grandchildren, $500 each; Michael Schuster, $400; Israel Schuster, $400; Hannah, Alfred, and Sylvia Frank nieces and nephew, $100 each; Max Loeb, $100; Carrie Loeb, $200.

MARY JANE BALDWIN, (died April 6;) left $3,785 personalty; to James Albert Baldwin, husband, $1,000; Rebecca Marshal, sister, $500; Angeline M. Ewing, sister, $500; Ida Armstrong, $100.

BOARD OF EDUCATION.

Secretary Palmer of the Board of Education has notified the Municipal Civil Service Commission of the additional leave of absence, without pay, for a period of three months from April 1, granted Edward Bolman, janitor, on account of illness. In response to Mr. Palmer's request for an eligible list from which to appoint one janitor-engineer, at a salary of $1,038 a year, the commission has approved the certification of three names from the preferred list.

The Goldberg Anti-Merging bill, which Gov. Dix has signed, provides that eligible lists for teachers shall not be merged, and that one list shall be exhausted before nominations are made from a list of later date. It also provides that no eligible list shall remain in force for a period longer than three years, except the eligible list for Principals, which shall remain in force until exhausted.

The Coler bill, which has also been signed by Gov. Dix, compels the Board of Education to re-establish the position of "teacher of the graduating class." It also removes all men teachers in the public school system prior to Jan. 1, 1912, from the operation of the equal-pay law. They will receive the salaries in force at that time, not only if they remain in their present positions, but if they should be promoted to higher positions.

Men teachers on the eligible lists prior to Jan. 1, 1912, but appointed after that date, have organized in the hope of obtaining legislation which will give them the salaries fixed for men teachers prior to Jan. 1 instead of the lower pay under the equal-pay law schedule. They have elected Arthur Schattler as their President, Joseph Harrington, Treasurer, and J. M. Levinger, Secretary. A meeting of the association will be held this morning at 603 East Ninth Street.

At the recent primaries held by the pupils of De Witt Clinton High School Theodore Roosevelt's name, like Abou Ben Adhem, "led all the rest." Gov. Wilson received the most votes of the Democratic candidates.

It is said that the Board of Superintendents purposes to revise the requirements for license to teach in the high schools by reducing the minimum experience as a student teacher from one year to fifty days or thereabouts.

POLICE AND FIRE NEWS.

Police Department.

Probationary (qualified as patrolman, appointed and assigned as indicated.)—Joseph M. Thomas, 21st Precinct, to take effect April 18, 1912.

Transfers.—Sergts. V. McCauley, 8th to 61st Precinct. C. O. Squad to Precinct Indicated—M. T. Ray, 8th; J. Giblin, 63d; Patrolmen F. Leonard, 18th; J. Flynn, 21st; J. A. Hughes, 22d; V. J. Meyer, 22d; T. M. Kerrigan, 36th; G. F. Darrow, 40th; M. S. Bockstader, 40th; T. J. Heaney, 42d; S. W. O'Brien, 61st; W. J. Smith, 63d; J. F. Reichert, 65th; J. E. Brady, 88th; O. D. Steinway, 145th; J. N. Gassman, 146th; J. J. Sexton, 150th; C. G. Fater, 164th; H. V. Hanley, 170th; G. D. Barnitz, 172d. Precincts Indicated to 61st Precinct—M. Kilpatrick, 66th; J. F. O'Keefe, 66th; J. G. Kirk, 66th; C. A. Curtin, 69th; W. O. Jones, 69th; J. J. Cummings, 69th; E. F. Ozab, 79th; J. T. Knowles, 79th; J. Ivory, 79th; A. J. M. Weldon, 66th; H. Schultz, 66th; B. Goldman, 66th; H. E. Roosa, 68th; C. P. Rogers, 68th; G. W. Hoffman, 68th; J. M. Manning, 69th; T. F. Haugh, 69th; E. J. Traynor, 69th; T. L. O'Brien, 74th; E. F. Meenagh, 74th; B. Jacobs, 74th; J. Macintyre, 77th; D. J. McNichol, 77th; P. K. Wood, 77th; E. G. Sager, 79th; R. D. O'Connell, 79th; E. E. McDonald, 79th.

Assignments.—Inspector John J. Murtha, 10th District, to command 9th, in addition during absence of Inspector.

Permitted to Leave City.—Patrolman W. L. Murphy, 80th Precinct, 15 days, sick leave.

Fine: W. W. Barry, 40th Precinct; charges, spoke in boisterous manner to superior officer; ten days.

Relived from suspension: Probationary Patrolman James D. Henderson, 10th Precinct.

Suspended: Patrolman Harry McQuade, 40th Precinct.

Fire Department.

Dropped: Examiner William S. Costa, Bureau of Prevention, for absence without leave.

Temporary details: Engineer of Steamer Patrick S. Hayes, Engine 128, to Engine 57, and Fireman Eugene S. McCaffrey, Hook and Ladder 40, to Engine 78, for watch duty while on sick report.

Transfer: Foreman Charles S. Bass, Engine 4, to Engine 79.

Pension: Foreman Denis F. Collins, Engine 168, at $1,250 per annum.

THE CIVIL SERVICE.

City.

The Municipal Civil Service Commission will hold a hearing on April 23 on the changes in the promotion rule asked for by the Reform Association through its Secretary, Elliot H. Goodwin. It is contended that by striking out two paragraphs of this rule there will be less likelihood of abuse where examinations are unlimited as to grade.

The commission has approved of the following:

Emergency appointment by the Controller of Miss L. Gately as stenographer and typewriter.

Action of the Commissioner of Street Cleaning in rescinding the dismissal of John F. McDowell and John McNamara and restoring them to duty as sweepers at their own request.

The employment by the Controller of fourteen expert billing and adding machine operators in the Bureau for the Collection of Taxes for a period of two months at the rate of 50 cents an hour.

Reinstatement by the Commissioner of Parks, Borough of the Bronx, of Leslie L. Leon in the position of clerk, with salary at the rate of $900 a year, pursuant to an order of the court and an opinion of the Corporation Counsel.

Appointment of Henry W. Zenner to the position of stenographer and typewriter in the Labor Bureau at $750 a year, he being first upon the eligible list for that position.

Employment by the Commissioner of Correction of Michael J. Halloran as keeper.

Reassignment to duty by the President of the Borough of the Bronx of John C. O'Connell as Inspector of Regulating, Grading, and Paving. Mr. O'Connell was granted a leave of absence on account of illness on March 8.

United States.

The following appointments have been made from customs lists to Federal departments of this city:

Edward Mulcahy, carpenter, $7 a day, Quartermaster, United States Navy.

John F. Luhrs, temporary typewriter, $900, steamboat inspection.

Charles Bracker, temporary clerk, $1,000, General Board, United States Appraisers.

E. H. Grassman, watchman, $720, custodian service, Custom House.

Gladys S. Greenwood, charwoman, Post Office.

Warren C. Younge, typewriter, $900, Ellis Island.

Tyler Bunce, typewriter, $900, Ellis Island.

E. Peshkin, stenographer and typewriter, $900, steamboat inspection.

The following examinations are announced:

Junior chemist, explosives, May 8 and 9.

Principal and teacher of agriculture, May 4.

Sawyer, only men admitted, May 4.

The examination for railway mail clerk will be held May 4. Foreign-born applicants must submit with their applications their final papers of citizenship No more than two members of a family are permitted to hold positions in the Federal service at the same time.

THE UNITED SERVICE.

Special to The New York Times.

The Army.

WASHINGTON, April 19.—First Lieut. R. C. Kirtland, Fourteenth Infantry, to Dayton, Ohio, temporary duty connection aeroplanes and engines now being manufactured for the Signal Corps at factory of the Wright Company.

Capt. C. L. J. Frohwitter, Coast Artillery Corps, detailed as Pay Department, vice Capt. M. M. Mills, Paymaster, relieved and assigned to Thirty-ninth Company, Coast Artillery Corps.

Capt. J. E. Rose, Ordnance Department, will make one visit to each of the following groups of places named to inspect seacoast armament, Coast Artillery Equipment of National Guard Armories:

Laconia, Dover, Portsmouth, Exeter, Fort Constitution, and Fort Stark, N. H., and Fort Foster, Me.; Fort Williams, Fort Leavitt, and Fort Preble, Me.; Augusta, Lewiston, Auburn, Portland, Brunswick, Bath, Westbrook, Biddeford, and Sanford, Me.

Fort Baldwin, Fort McKinley, and Lyon Me., First Lieut. P. H. Bagby, Sixth Infantry, aid de camp, accompany Brig. Gen. W. W. Wotherspoon, U. S. A., to Atlanta, Ga.

The name of Capt. L. C. Andrews, Fifteenth Cavalry, placed on list of detached officers and the name of Capt. W. O. Reed, cavalry, removed and assigned to Sixth Cavalry.

Capt. C. D. Rhodes, Sixth Cavalry, transferred to Fifteenth Cavalry and report May 1 to commanding officer, Fifteenth Cavalry, Fort Myer, Va., for duty.

Capt. H. A. Ripley, Twenty-second Infantry detailed as Major to command Eighth Battalion, Philippine Scouts, in place of Major G. C. Saffarans.

Major Riley to Manila.

Major W. W. Reno, Medical Corps, to Fort Leavenworth, Kan., to accompany the Board of Officers, Central Division, on marches.

First Lieut. J. G. Steese, Corps of Engineers, to Fort Leavenworth, Kan., via Wheeling and Huntington, West Va.; Rock Island, Ill., and Keokuk, Iowa, to visit and examine certain engineering works.

The Navy.

Commander W. W. Phelps, home and wait orders.

Commander L. McNamee, to duty as Assistant to Inspector of Engineering Material, Massachusetts District.

Movements of Naval Vessels.

Arrived—Patapsco at Tangier Sound, Roe at Hampton Roads, Reid, Flusser, Preston, and Smith at Baltimore; Salem at Newport, Mississippi C2, C3, C4, C5, D1, D2, D3, E1, and E2 at Southern Drill Grounds.

Sailed—Ozark, Choctaw, and Hercules from Washington for Norfolk; Petrel from Mobile for New Orleans, and Albany from Olongapo for Nagasaki.

The Yankee was stricken from the navy register April 17.

The Alabama was placed in commission in second reserve at navy yard, New York, N. Y., April 17.

Country Houses to Let, Furnished

For Rent, Furnished—Comfortable 10-room house in East Orange, completely furnished, completely screened, completely screened windows, screened porch with awnings; garden; 188 North Walnut St.; June 1 until Sept. 15; $85 per month; references will be required.

To let, furnished, June 15 to Oct. 1, large house, 15 rooms, 4 baths, parquet floors throughout, electric lights, garden; high situation, overlooking Hudson for 20 miles; 50 minutes from New York; price $2,000. Address Owner, L 104 Times.

Furnished modern 6-room house, with bath; all improvements; May to November, $210; one hour from New York, 10 minutes' walk from Hudson. E. H. Boardman, Jr., 75 North Midland Av., Nyack, N. Y., or 40 Warren St., N. Y. City.

MODERN HOUSE, 10 rooms, 2 baths; beautiful surroundings; Bellerose, L. I.; 2 minutes from station. Helen M. Marsh, 1,146 Marbridge Building, Broadway and 34th St.

To rent for Summer, furnished, 9-room house; 2 baths, flower garden; New Rochelle; convenient to railroad and water; terms most moderate. Box L 19 Times.

Country house, 8 rooms, handsomely furnished; new house awnings; garage if necessary; season $300; near beach. Address Peter Korb, Keansburg, N. J.

Country Houses Wanted

Am anxious to purchase small country home within easy commuting distance of New York; will not pay over $12,000; only full particulars considered. D. Kelly, 65 Morningside Av.

Furnished Houses Wanted

Wanted—To rent for season, at reasonable terms, small cottage or bungalow for six adults; near bathing beach and within thirty miles of city. R., 238 West 131st St., New York.

Purchase and Exchange

A.—A.—I always pay highest cash prices for furniture, bric-a-brac, paintings, pianos. Miller, 115 University Place. Tel. 2298 Stuyvesant.

Wanted.—Good second-hand bank fixtures, with screw safe for currency, for small bank in the South. Address K. M. Read, 16 Exchange Place.

Lost

LOST—Corporation of United Cigar Stores certificate No. 0778 for three shares of stock in name of William, McConnell & Coleman. Transfer has been stopped on this certificate, and finder is asked to communicate with us. WILLIAMS, McCONNELL & COLEMAN, No. 60 Wall St., New York City.

LOST.—Gold locket and fob, Thursday evening, somewhere between 42d St. and 62d St.; inscription "To C. O. S. from Delphine;" $20 reward. Rowland Advertising Agency, 76th St. and Broadway, New York.

LOST—Chamois pocketbook, containing lady's solitaire diamond ring and owner's card; $100 reward and no questions asked for return of same to Harry V. Smith, care Brokers, Hotel Rector.

LOST.—Liberal reward for part of diamond brooch, containing 32 diamonds, lost between Broadway Theatre and 82d St., near 5th Av., on Wednesday, April 10. Dreicer & Co., 560 5th Av.

LOST.—On 14th St. crosstown car, small valise, initials "H. A. L."; finder please return or communicate with Information Bureau, Hamburg-American Line, 44 Broadway.

LOST.—On April 16 a tiger Angora cat, marked with white, wearing small red collar. Reward for return to Goddard, 1 West 69th St., New York City.

LOST.—At Hotel Astor, on Wednesday night, a gold engraved bracelet, set with three diamonds; reward. Mrs. R. F. Ferguson, 128 West 122d St.

LOST.—Watch fob, closely woven chain fob with locket containing small diamond. Reward if returned to R., 1,601 Flatiron Building.

LOST.—Sunday, handsome fraternity pin, marked E. B. Graves, '97; reward. Mrs. E. B. Graves, Hotel Laurtelton, 147 West 55th St.

LOST.—On 5th Av., between 31st and 46th Sts., or Riverside "bus," an old cameo brooch. Liberal reward if returned to 120 West 57th St.

LOST—Drop seed pearl earring, between Beaux Arts Cafe and 42d St., April 14; liberal reward. Gardiner, 15 Central Park West.

LOST.—Express receipt book of the United States Express Company. Reward for return to William Lennox, 8 East 34th St.

LOST.—Five-stone diamond bracelet lost in the dining room of the Vanderbilt Hotel; $100 reward. M. Cohen, 18 Wooster St.

LOST.—Pearl necklace, stone clasp, Monday, April 15, Broadway, 57th to 67th St.; reward. Nord, 37 West 42d St.

LOST.—April 17, small pocketbook, on 14th St. car, 5 o'clock; reward for return to owner, 24 East 61st St.

$50 REWARD

for bracelet watch, gold strap and buckle, white dial, surrounded with diamonds; lost 8 P. M. Wednesday, Carnegie Hall, 56th St. entrance. Black, Starr & Frost, 438 5th Av.

$5 REWARD for return of watch lost between 119th St and 110th St. on Broadway. Clark, 47 Claremont Av.

Lost and Found, Cats, Dogs

LOST.—English bulldog, dark brown brindle color, white throat and breast, undershot jaw; answers to name of Pete. Return to 237 East 19th St., Flatbush; reward.

LOST.—Black Angora cat, answers to the name of Dusty. Liberal reward for its return to 194 Riverside Drive, J. P. Knight.

Found

FOUND, April 19.—POLICE DEPARTMENT. Apply 240 Centre St. Purse containing a small amount of money, lady's handbag containing small purses, foreign coins, chain with white stones, and small amount of money; pocketbook containing small amount of money, handbag containing empty bottle, keys, and two Fordham Hospital cards marked O'Neill; lace curtains, prayer shawl, kimona, dress, lady's coat, linen dress, dress, (colored,) silk dress, gentleman's sack coat, furniture covers, remnant of canvas.

FOUND, April 18.—INTERBOROUGH RAPID TRANSIT COMPANY. Apply Lost Property Bureau, 9 Morris St.: SECOND AVENUE ELEVATED—Satchel, apron, seeds, wine, tomatoes. THIRD AVENUE ELEVATED—Cane, umbrella, two handbags, two purses, pocketbook, watch, money, bankbooks, books, case, two pairs gloves, odd gloves, scissors, hats, overalls, slippers, lace curtain, cravenette, trousers, jacket, neckpiece, demijohn. SIXTH AVENUE ELEVATED—Two umbrellas, two purses, book, gloves, two odd gloves, music, will, collars, envelopes, photos, pencil, bread, emblem. NINTH AVENUE ELEVATED—Umbrella, leather bag, gloves, mail, book, pouch. SUBWAY—Four umbrellas, suitcase, four purses, leather bag, cardcases, portfolio, neckpiece, cuff buttons, bracelet, watch, spectacles, lace, papers, eight books, three pairs gloves, two odd gloves, shoes, cap, vest, dress goods, lace, tennis racquet, cartridge belt.

FOUND, April 18.—N. Y. C. and N. Y., N. H. & H. R. R. Apply Lost Property Bureau, Grand Central Station: Six packages, roll plans, three umbrellas, envelope, fountain pen.

FOUND, April 18.—LONG ISLAND RAILROAD. Apply Lost Property Bureau, Long Island City: Two umbrellas, two bags.

FOUND, April 18.—ERIE RAILROAD. Apply Information Bureau, Jersey City: Four umbrellas, box shoes, package, covers, whisk broom, music roll, roll of music, shopping bag, hatpin, ladies' handbag, three umbrellas, pocketknife, beads.

FOUND, April 18—HUDSON & MANHATTAN RAILROAD COMPANY (Hudson Tubes.)—Apply 137 Christopher St.: Eyeglasses, balance sheets, paper, gloves, money, arch supports, trays, perfumery, seven umbrellas.

FOUND, April 10 to 16, inclusive.—LEHIGH VALLEY RAILROAD. Apply General Baggage Agent, South Bethlehem, Penn.: Book, umbrella, package, blue prints, key.

FOUND, April 18.—LACKAWANNA RAILROAD. Apply Information Bureau, Hoboken, N. J.: Seven umbrellas, four packages, pair gloves, pocketbook.

FOUND, April 18.—PENNSYLVANIA RAILROAD. Apply Information Bureau, Jersey City: One package.

FOUND, April 18.—NEW PENNSYLVANIA DEPOT. Apply Baggage Room, 33d St. and 7th Av.: Umbrellas, package, books.

Business Opportunities

I will sell to responsible party my beautifully developed $8,000 plantation in best health resort district to south for $3,500; 10 p. c. cash, balance easy payments; plantation has shown handsome profits each year; equipped with best up-to-date improvements and implements; business interests call me abroad; brokers need not answer; references exchanged. K 115 Times Downtown.

Partner.—Two young men whose character and ability will stand strictest investigation offer partnership opportunity to young gentleman investing $5,000 to $10,000 with services in original, clean advertising proposition on which preliminary work has been done; will incorporate; highest references. C 241 Times, Downtown.

OPPORTUNITIES.—Wanted, buyers for 3,000 acres of coal for their children; will produce 15,000 tons to the acre; price less than half a cent a ton; here is an investment that will make your children rich. Box B, care First National Bank, Coeburn, Va.

$5,000 REQUIRED, with services, of a good business man; salaried position in first-class established, rapidly developing business, located in New Haven, Conn.; exceptional opportunity; no brokers. COMMERCIAL CO., 371 State St., New Haven, Conn.

A well-organized selling agency is needed to act as selling agent for an established pecan development company; groves located in Georgia; liberal arrangements made with company that can sell acreage. Write W. W. Pell, 20 Broad St.

Active partner wanted in the development of a mining property where there is an exceptional opportunity of making a big success; only those interested in legitimate mining need reply; no brokers. Address Y 4 Times.

Capital wanted to finance two building enterprises in New York; have tenants who will lease long term; 8 per cent. net basis; one requires $800,000 for equity and one $40,000. G. H. Wells, 11 East 24th St.

Young man investing $3,000 with services may secure half interest in paint and oil specialty business; established 7 years; strictest investigation; exceptional opportunity. Box C 232 Times Downtown.

Thoroughly reliable and well established corporation marketing specialty wants high-class man with capital; official position; investment secured. K 155 Times.

Two manufacturers seek office man, partner, with $5,000, taking over factory, showing good results. C 243 Times Downtown.

Corporations organized in every State; lowest rates; no advance fees. Expert, C 257 Times Downtown.

Personal

TO the survivors of the ship Titanic: Communications from any one who met Mr. Arne Fahlstrom, second cabin passenger, any time during voyage will be gratefully received by E. H. Bull, 23 Linden St., Bayonne, N. J.

Wanted—Rich people to adopt a boy of Jewish parentage, one month old; healthy and refined. Call any evening after 6, Rosenburg, 91 Lewis St.

Mr. Gustave Lesueur, from Titanic, is requested to communicate with French Consulate, 35 South William St.

Pianos and Organs

Piano or player piano, standard make, (new,) in exchange for four large real rugs. Call, Andrews, 17 East 14th St.

Piano, $350; Sebastian Sommer; slightly used; stool, cover, and delivered, $100. Y 34 Times.

Player piano; standard make; 88 note; bench, music; sell at sacrifice. 316 West 42d.

For Sale

SLIGHTLY used office furniture, safes, typewriters, adding machines, cash registers, multigraphs, filing cabinets, neostyles, addressograph, wardrobes. Nathan's, West Broadway, corner White.

Machinery

Electric motors, lighting and plating dynamos bought, sold, rented. Geo Bender, 32 Centre St.

Boarders Wanted

West Side.

57TH AV., 46.—Large and small rooms; gentlemen, couple; table guests accommodated; references.

11TH, 112 and 114 WEST.—Pleasant rooms; exceptional table and service; table boarders accommodated.

11TH ST., 23 WEST.—Comfortable furnished rooms; running water; telephone; with board.

16TH ST., 20-22-33 WEST.—Large and small rooms; well furnished; unexcelled board; telephone.

20TH ST., 356 WEST.—Third floor; medium-sized room; southern exposure; small family; references; two meals, $8 per week. Phone 4554 Chelsea.

48TH ST., 117 WEST.—Large, small rooms; private baths; table; house strictly first class; references.

51ST ST., 341 WEST.—Pleasant room; running water; excellent home table; private American family; highest references exchanged. Wardell.

54TH ST., 54 WEST.—Large and small rooms; first-class references; table guests.

64TH ST., 115 WEST.—Large, pleasant room, suitable for one or two; excellent table; moderate.

70TH, 151 WEST.—Second-story room; private bath; hot water supply; room telephone; references.

269 WEST 70TH ST.

Attractive rooms; 'phone; Sub.; board optional.

71ST ST., 130 WEST.—Two large connecting rooms; every convenience; excellent table; Subway, "L."

72D, 152 WEST.—Room, board, piano, for young ladies studying music, art; references; moderate.

72D ST., 121 WEST.—Large and single rooms; southern exposure; private baths; table guests; references.

72D ST., 159 WEST.—Large, square room; also hall room; parlor dining room; references.

175 WEST 73D ST.

Pleasant rooms; telephone; Subway, "L"; excellent board.

76TH, 129 WEST.—Single room, gentleman; good, wholesome cooking; homelike surroundings; telephone; table guests.

76TH, 237-239 WEST.—Large, medium rooms, private bath; high-class house; excellent table.

76TH ST., 113 WEST.—Medium sized room; hot and cold water; also hall room; references.

78TH ST., 168 WEST.—Lovely rooms; improvements; excellent table; central location; private family; board optional.

80TH ST., 124 WEST.—Large and small rooms; private surroundings; exceptionally good table; very reasonable.

80TH ST., 128 WEST.—Newly furnished rooms; private baths; excellent table; table guests accommodated; references.

81ST ST., 156 WEST.—Unexpectedly vacated, double and single rooms, with board; table boarders accommodated.

82D ST., 128 WEST.—Every room bath, steam heat, electric lights, parquet floors; catering; telephone.

82D ST., 50-52 WEST.—Rooms, singly or en suite; baths; electricity. Phone Schuyler 8397.

83D ST., 55 WEST.—Small private boarding house will rent entire floor with bath, or singly; board optional; Summer rates.

84TH, 53 WEST.—Summer prices; bright room; excellent board; suitable gentlemen; with Jewish family.

82D ST., 55 WEST.—Medium room; also hall room; bath, running water adjoining; moderate.

86TH ST., 137 WEST.—Can accommodate a gentleman in exclusive, refined Jewish home; easy access Subway and all surface lines; reference.

93D ST., 128-130 WEST.—Rooms in high class boarding house; reasonable; table guests; telephone.

93D, 804 WEST.—Newly decorated, beautifully furnished double and single rooms; table a specialty.

101ST ST., 215 WEST, Corner Broadway.—Corner room; private bath; southern exposure; single room, adjoining bath; Summer rates; home cooking; excellent table. Masline

105TH ST., 309 WEST.—Beautifully equipped new private dwelling; just opened; overlooking Hudson; extra large rooms; connecting dressing rooms and fine shower baths; running water in every room; superior to any boarding house; table guests accommodated.

114TH ST., 526 WEST.—Small, light, airy room; running water; closet; table guests.

123D ST., 519 WEST.—Acropolis Hotel, near Riverside; single rooms, suites; board optional; reasonable rates.

140TH ST., 455 WEST.—Large room; electric light; unexcelled cuisine; table guests. 'Phone Audubon 7217.

142D St., 512 WEST, (Near Riverside.)—Pleasant front rooms; telephone; excellent table board; moderate.

144TH, 600 WEST.—Cozy front room, $4; elevator apartment; all improvements; B-2; call evenings.

145TH ST., 613 WEST.—Large room overlooking Hudson; running water; closets; good board; telephone; references.

145TH ST., 412 WEST.—Desirable accommodations; couple, $18; bath adjacent; superior table; private house; references.

A.—A.—RIVERSIDE DRIVE, 549.—Elegant room with superior board, exclusive, for gentleman or couple. Tel. 4960 Morningside. Payne.

LA PORTE HOTEL, 117th St. and Amsterdam Av.—First-class apartment hotel; elegant rooms, single, en suite; newly decorated; terms moderate; highest elevation in Manhattan; home cooking.

LARGE, small rooms; private bath; near park; subway; elevated; excellent table. 48 West 91st St.

MADISON AV., 894.—Large room, with private bath; also single room; excellent board optional.

A.—WAVERLEY PLACE, 103.—Elegantly furnished rooms, with private bath; large closets; phone; $16 to $20 week; hotel service.

East Side.

IRVING PLACE, 47.—Newly furnished, large and small rooms; excellent board; table guests; telephone.

MADISON AV., 71.—Large and small rooms, well board; best accommodations; telephone; references exchanged.

A1.—107 MADISON AV.
ROOMS, WITH OR WITHOUT BOARD.

Brooklyn.

MONTAGUE TERRACE, 5, 7, 9, (Heights.)—Overlooking river; connecting mansions; Subway, five minutes Wall St.; seaside; neighborhood house; table high class; rates $9, $30 per week. 905 Main.

Country Board

Staten Island.

THE GABLES, 909 Castleton Av.—Large grounds, piazas; trolleys pass door; connect-boats; references.

Furnished Rooms

West Side.

5TH AV., 25, (9th.)—Refined surroundings; nice hall room, one flight front; breakfast optional.

9TH ST., 17 WEST.—Private house; suites for bachelors; suitable two, three; electricity; telephone; transient facilities; unsurpassed; references.

19TH ST., 237 WEST.—Large, light room; hot water; bath; suitable one or two gentlemen.

20TH, 428 WEST.—Furnished single, double rooms, all improvements; opposite campus Seminary; telephone.

22D ST., 426 WEST.—Handsomely furnished, sunny, back parlor and dressing room; running water; telephone.

36TH ST., 40 WEST.—Comfortable, large, small rooms; running water, bath; gentlemen; $8-$5.

46TH ST., 43 WEST.—Large and small rooms; private bath; gentlemen; refined house; references.

46TH, 28 WEST.—Single front room, with or without private bath; gentleman.

52D ST., 54 WEST.—Elegant large, second floor, front room; all conveniences; telephone; breakfast; references.

52D ST., 46 WEST.—Large, sunny rooms; convenient to bath; references.

58TH ST., 17 WEST.—Magnificent parlor suite; private bath; electricity; suitable physician or family adults.

59TH ST., 208 WEST.—Facing Central Park; furnished rooms; all conveniences; electric light; $4 up; suitable for studio.

61ST, 119 WEST.—Large and small rooms, newly decorated, steam heated; parlor; telephone; reasonable.

65TH ST., 5 WEST.—Large front and back parlor; private entrance; extra clean, plenty of light and air; fine bathroom; private phone; three in family (American Christian;) references given and REQUIRED. Phone 1895 Columbus or call. Hanshe.

68TH ST., 38 WEST.—Bachelor apartments; exquisitely kept; unrivaled service; absolutely private; every modern convenience; breakfast if desired; highest references only.

68TH ST., 68 WEST.—Elegant large front room bay window; alcove; service unrivalled; breakfast optional.

139 WEST 69TH ST.

Attractive suite; private bath; small room; every convenience.

70TH ST., 130 WEST.—Fourth floor; single room; bath adjoining; references.

70TH ST., 262 WEST.—Medium-sized room; southern exposure; every convenience.

71ST ST., 351 WEST.—Attractive single rooms, $4 up; suites; private bath; gentlemen. 2317 Columbus.

72D ST., 302 WEST.—Extremely pleasant, nicely furnished, large, front room; smaller room; 'phone; gentlemen.

73D, 166 WEST.—Attractive rooms with every convenience; southern exposure; near Subway express.

74TH ST., 104 WEST.—Attractive room, dressing room attached; also small room; telephone; Summer rates.

74TH ST., 107 WEST.—Desirable front room near bath; also single; homelike surroundings; telephone; references.

75TH, 238 WEST.—Attractive large single room; 'phone, Subway; private family; business people; gentlemen.

76TH ST., 57 WEST.—Large, desirable room; attractive neighborhood; all conveniences. 'Phone 8124 Schuyler.

76TH ST., 119 WEST.—Physician's office; light back parlor; conveniences; also large room, bath; handsomely furnished.

76TH ST., 125 WEST.—Handsomely furnished rooms in first-class neighborhood; breakfast optional; telephone; references.

76TH, 180 WEST.—Front room, near bath; electricity, running water; also single room; references.

77TH ST. 109 WEST.—Large front room, second floor; first-class house; accessible; telephone; reasonable.

77TH, 102 WEST.—Medium-sized front room; running water; bath adjoining; private house.

78TH ST., 121 WEST.—For bachelors, medium and small rooms; baths; connecting; moderate; private family.

79TH ST., 162 WEST.—Nicely furnished rooms; Summer rates; also a parlor floor; doctor's office or musical studio.

80TH ST., 132 WEST.—Large, nicely furnished room with bath; one flight; private house; references.

81ST ST., 204 WEST.—Suite of 2 rooms; well furnished; immaculate; telephone; Subway, elevated. Sharples.

82D ST., 6 WEST.—Select gentleman or man and wife; large and modern; homelike; clean; near Central Park; excellent Summer location.

82ND, 110 WEST.—Elegantly furnished, large front room; running water; man and wife; gentleman.

82D ST., 327 WEST.—Private house, overlooking Drive; running hot and cold water; telephone; moderate. Campbell.

82D ST., WEST.—Attractive, light rooms; select modern apartment; running water. Inquire '

Situations Wanted

Femaie.

A LADY wishes to recommend reliable couple, with one child, for care of private house for Summer. J. S., 203 East 48th St.

HOUSEKEEPER or companion for invalid; country preferred, by lady with hospital experience; good reader, cheerful and obliging. Write, Housekeeper, 263 West 125th.

HOUSEKEEPER or COMPANION.—Refined, capable woman; highest references. H., 337 East 57th St.

LADY of assured social and financial standing would be companion and friend to lady. Refined, K 165 Times.

NORWEGIAN LADY wishes work half day during the week. Michelsen, 89 Manhattan St., New York.

STENOGRAPHER, BOOKKEEPER. — Seven years' office experience; wishes steady position; $12. Telephone present employer, 3,208 Gramercy, or address Steno, 2,960 3d Av.

STENOGRAPHER, typewriter, office work; bright beginner; rapid, accurate, good speller, plain penman, neat appearance; $6; no agency. C 203 Times Downtown.

STENOGRAPHER.—Several years' experience; does high-grade work; first-class references; has executive ability; $18. C 251 Times Downtown.

STENOGRAPHER, typist, some experience, neat, accurate, refined; moderate salary. R., 1,731 Pitkin Av., B'klyn. 'Phone 660 E. N. Y.

STENOGRAPHER, typewriter; intelligent, energetic young lady; good references; terms reasonable. Stenographer, 89 Delancey St.

STENOGRAPHER. — Five years' experience; competent, reliable; highest references; $15. C 253 Times Downtown.

STENOGRAPHER, eight years' experience, desires position Summer hotel. Preston, 68 Johnson St., Brooklyn.

WOMAN STENOGRAPHER.—Expert; good bookkeeper and conversant with office details; experience in publication office; $15. Address Steno, 708 Columbus Av.

YOUNG LADY, accomplished musician, would like position as companion lady traveling abroad, or would exchange piano for traveling expenses. L 141 Times.

Situations Wanted, Male

ACCOUNTANT.—Books opened, balanced; systems; arrangements with firms not employing bookkeeper, $2.50 weekly. Accountant, Room 512, 621 Broadway. 'Phone 6626 Spring.

ACCOUNTANT.—Expert; books opened, closed, balanced, systematized, audited, written up, kept part time; reasonable. Accountant, 32 Union Square. 'Phone 2259 Stuyvesant.

ACCOUNTANT. — Audits, adjusts, writes up books, $5 monthly up; financial statements, systems; reasonable. Mitchell, 25 East 14th St. Telephone 1807 Stuyvesant.

BARKEEPER.—First class; Swiss-American; speaks French, German; excellent references. Aackermann, 312 West 25th St.

BOOKKEEPER or general office assistant; thoroughly competent; ten years' varied experience; accurate, reliable; salary to start no object; advancement on merit only essential. Address L 119 Times.

BOOKKEEPING of any description desired by young man, age 22; six years' experience; state salary, references. A. W. Brown, 463 Hawthorne Av., Yonkers, N. Y.

BOOKKEEPER, accountant, 6 years' experience, wishes to connect with good house. C 231 Times Downtown.

BOOKKEEPER-STENOGRAPHER, (27,) competent; nine years' experience; highest credentials; $22. Read, 125 East 23d.

BOY, 18, desires position in wholesale house or office; best references. L 98 Times.

CAPABLE, energetic assistant to advertising manager or purchasing agent, (27,) thoroughly conversant with printing, papers, supplies, &c.; previously connected with manufacturing stationery firm and large printing plant, now employed in advertising department of large manufacturing firm; desires to make change owing to removal of New York office. D 209 Times Downtown.

CHAUFFEUR mechanic, single, desires change for touring Europe with party who wants a sober, reliable man; experienced in foreign, American cars; two years with last employer. K 116 Times.

CHAUFFEUR.—Thorough, age 27, steady position; reliable; for city or country; garden and flowers; best references. Chauffeur, 950 6th Av.

CHAUFFEUR desires position, with private party preferably; would accept position on commercial car; first-class mechanic. L 122 Times.

CHAUFFEUR, 25, experienced, desires position; last car was Packard; with good reference. L 108 Times.

COACHMAN AND GARDENER, single, desires position; knowledge of automobiles; chauffeur's license; references. Box 201, 1,318 2d Av., Advt. Office.

COLLECTOR, &c.—Young man wants position, outside work, collecting or soliciting; has had business experience; good appearance; knows how to meet and talk to people; can go to work at once; can furnish best references. I. Rosen, 223 East 113th St., city.

COOK.—Japanese wishes position gentleman's place; good cook; entire charge; sober, neat; has best reference. 247 West 103d St. Tel. 6585 Riverside. Mlte.

ESTIMATOR.—Position wanted as estimator on sheet metal work; a former first-class mechanic. Estimator, 118 West 49th St.

EXPERIENCED ACCOUNTANT, prepared to undertake permanent work, periodical audits, supervision, opening, closing books; any work where expert knowledge is required. L 112 Times.

EXPERIENCED ORDERLY would like position; take charge of invalid boy. J. C., 150 East 127th St.

MAN, with thorough, all-around business experience past 12 years, desires permanent position at anything; best references. Y 30 Times.

OFFICE ASSISTANT.—Young man; 6 years' experience; accurate and rapid. Y 40 Times.

REPRESENTATIVE well acquainted with Southern territory, sound business sense, mechanical engineering experience, strictly sober, would like to represent machinery concern; best of references. Y 33 Times.

RESIDENT BUYER wants to represent good department stores out of town; best attention given; easy terms. Judenfriend, 598 E. 140th.

SALES MANAGER.

Experienced salesman and sales manager, at present employed, desires position where hard work and results will count; can refer to present employer. Future, C 259 Times Downtown.

SALESMAN, commanding large city trade, desires strong line of waists or dresses. M. E., 997 Union Av., city.

SALESMAN.—Experienced, wishes position at any line; city or to travel out. C 230 Times Downtown.

STENOGRAPHER, secretary, (21,) for executive, prominent corporation; wages, $20 week. A., 3,396 Broadway.

UPHOLSTERER, at residence; mattresses remade, $1.50; furniture reupholstered, slip cover orders made mechanically; best references; lowest prices. Cavalier, 206 East 7th.

VALET from Carpathia wishes employment with private family. Rankin, L 140 Times.

WANTED—A permanent managerial position by a man qualified for a position of trust now engaged in efficiency work with a manufacturing concern; has had experience as manager of a factory, creating new business, handling salesmen, office staff, accounting, and systematizing; can furnish New York references. Address P. O. Box 1,197 Boston, Mass.

WANTED.—Tutoring or teaching, by M. A. graduate and student of Columbia University; best referenes; six years' experience. L: 99 Times.

Wanted—Line dresses or furs; drawing required. 611 Washington St., Room 304, Boston, Mass.

YOUNG MAN, (20,) WITH HIGH SCHOOL AND BUSINESS EDUCATION WOULD BEGIN WITH FIRM THAT WILL GIVE HIM CHANCE. GOLDSTEIN, 62 WEST 119TH ST.

YOUNG MAN, (26,) desires position evenings after 7 o'clock; position where opportunity for learning real estate business preferred. L 146 Times.

YOUNG MAN (25) wants position as salesman or collector; will give bonds. L 130 Times.

Other Want Advertisements on preceding page.

ENGINEERS DECLARE 48-HOUR ARMISTICE

After Giving Notice of a Strike, They Agree to Wait Till Monday's Meeting.

COMMISSIONER NEILL HERE

Is Expected to Start Investigation of Merits of Two Contentions—No Appeal for Arbitration.

For the first time yesterday an open threat of a strike was made by the committee of fifty representing the engineers on the Eastern railroads. It came in a letter from Grand Chief Warren S. Stone of the Brotherhood of Locomotive Engineers to J. C. Stuart, Chairman of the Committee of General Managers representing the railroads involved, giving the railroads until 8 P. M. yesterday for any further suggestions. On the receipt of a reply the engineers agreed to wait until Monday, when the managers will meet again to consider the engineers' latest communication.

Chief Stone wrote, reviewing the points at issue, and concluded:

In view of these facts the Committee of Chairmen decline to accept your letter as a settlement of the case. They will wait until 8 P. M., Friday, April 19, for any further suggestions the Conference Committee of Managers may wish to make. Receiving none, they will consider your answer of April 18 final, and the Chairmen will leave the city to look after the interests of the organization.

We will give you two hours' notice prior to withdrawing the men from the service.

Mr. Stuart replied that the members of his committee had scattered, but that he would call them together on Monday.

Armistice of Forty-eight Hours.

A meeting of the engineers' committee of fifty was then held, at which it was decided to withhold the order for the strike until the managers' committee meets on Monday, and a letter was sent to Mr. Stuart. The letter said:

In view of the statements contained in your former communications, "regarding the duties of managers to the public," we were greatly astonished to learn the had departed from the city at a period when negotiations were at an acute stage. This action, in our opinion, invites the thought the managers court a conflict rather than a settlement, and we will insist that in the future that no further delays of this kind occur.

We greatly deprecate further delay, but in an earnest desire to find a solution of the controversy, and prevent a stoppage of traffic, with its attendant loss, and suffering to the public, we will accept your proposal, and regard it as an armistice, and strict neutrality will be maintained during the forty-eight-hour period.

We will hold all further action in abeyance, until you have an opportunity to convene your Conference Committee of managers on Monday, April 22, for the purpose of placing our communication of even date before them, and will expect to be promptly advised of their decision.

The engineers were not hopeful of any new proposition on the part of the managers. They were willing, however, to wait on the chance of a change of heart on the part of the railroads before calling the strike.

At the headquarters of the managers' committee there was nothing to be added to this communication, it was stated. It was said that this is the first time the Pennsylvania Railroad, which is represented in the managers' committee, took any concerted action with the other roads. Hitherto this road never recognized any but its own employes on committees representing the men and did not up to the present accept the officers of the Brotherhood of Locomotive Engineers as attorneys for them. A. W. Sullivan Secretary of the managers' committee, pointed out that while the Brotherhood of Locomotive Engineers is perhaps the leading organization, yet it is only one of fifteen or twenty organizations of employes of the railroads including shopmen and others.

Commissioner Neill Here.

Charles P. Neill, United States Labor Commissioner, and Judge Knapp, Chairman of the Inter-State Commerce Commission, reached New York last night from Washington and registered at the Manhattan. Commissioner Neill refused to make any statement of his object in coming from Washington at this time, but it was said on very good authority that his purpose here is to use his friendly offices to ward off the threatened strike of the locomotive engineers.

The Erdmann act cannot be availed of until one side or the other asks for arbitration, and both sides must consent before the board can proceed. Up to this time neither the engineers or the railroad managers have been willing to admit that the occasion called for arbitration.

It was said last night that Commissioner Neill does not intend to sit idly by waiting for a request for the service of arbitrators, but that he will at once start a private investigation looking into the merits of the men's claims for an advance and the railroads' refusal to grant any increase.

It was said last evening that Chief Stone of the engineers has within the last two days received a letter from Chief Carter of the Brotherhood of Firemen and Enginemen, which has 75,000 members, ascuring him of the support and co-operation of the firemen. This would not mean that the firemen in case of a strike would strike in sympathy, but that they would refuse to work with non-union engineers.

WINS ORATORICAL PRIZE.

MacMahon of Columbia Successful Contestant at Cornell.

ITHACA, N. Y., April 19.—A. W. MacMahon of Columbia University won the New York State intercollegiate peace oratorical contest to-night at Cornell University and a prize of $200 offered by Mrs. Elmer Black of New York City. The second prize of $100, also given by Mrs. Black, was won by H. B. Knapp of Cornell.

Other institutions represented in the contest were the College of the City of New York, Colgate University, St. Stephen's and Alfred Universities. Fifteen orations were prepared in the competitions.

The winner will represent New York State in the inter-State contest at Meadville, Penn., on May 3. The title of MacMahon's oration was "War the Demoralizer."

Heads Kansas City Terminal.

CHICAGO, April 19.—P. H. Adams, former General Manager of the Toronto, Hamilton & Buffalo Railway, was elected to-day President of the Kansas City Terminal Railway, to succeed W. S. Kinnear, resigned. Mr. Adams takes office on May 1.

FOR NEWS AGENCY AT SEA.

W. C. Pratt Plans to Put Trained Newspapermen on Big Liners.

Willis C. Pratt of 3,675 Broadway, who has been projecting a news agency for the reporting of ocean news by wireless, said yesterday:

"Some months ago I made a contract with the Marconi Company providing that it should send news messages from ocean liners for delivery in not more than three hours. I plan to place experienced newspaper men on all the great ocean liners.

"After I had made arrangements with the Marconi people I approached the representatives of the five great steamship companies for permission to allow news to be sent from their steamers without a censorship by the Captains. Up to this time I have been able to get but little satisfaction from them.

"The Titanic catastrophe gives me, I think, an opportunity to bring home to the steamship companies the necessity of permitting such an innovation. I feel that public opinion will force such a concession in time.

"A great deal of needless suffering might have been averted if such a news agency as I am projecting had been at work when the Titanic sank. A trained newspaper man on the Olympic could have sent the story of the wreck days before the details were known in New York. A trained newspaper man on the Carpathia with free use of the wireless could have sent a list of survivors more quickly than it came from that ship. The officers of that ship had too much to do in the emergency to make up the list quickly.

"I am very skeptical of the statements that the wireless conditions did not permit the sending of the information of the wreck from the Carpathia. I know that Siasconset Station was in communication with the ship, and that while O K on Siasconset messages were given, replies were not forthcoming. I believe that the withholding of the information asked for on behalf of President Taft about the fate of Major Butt was intentional.

"The wireless has reached a stage of efficiency now which makes it possible to maintain a news service on the basis of my agreement with the Marconi Company—delivery of messages within three hours from any point on the high seas. On recent trips abroad I sent seventeen test messages, which showed me that the service is practical. I sent a message to my wife in this city from the Laurentic 1,300 miles out, and got a reply when it was 1,100 miles out. The message was sent from the ship at 1:20 A. M., reached her at 9:30 A. M., and her reply, sent at 3 P. M., reached me at 4:20 P. M."

FOR ROOSEVELT AND TAFT.

Illinois Delegates, Instructed for Colonel, Indorse the President.

Special to The New York Times.

SPRINGFIELD, Ill., April 19.—Roosevelt sentiment swayed the Republican State convention held in Springfield today, but Mr. Roosevelt's pet issue was regarded with disfavor by the majority of the delegates.

The name of the former President was cheered for four minutes, but while the committees were in session William E. Mason demanded that the Resolutions Committee condemn the proposed recall of Judges.

The delegates at large to the National Convention chosen are Charles S. Deneen, Roy O. West, B. A. Eckhart, Chauncey Dewey, L. Y. Sherman, R. D. Clark, L. L. Sherman, and Walter Eisenfield.

The platform, which was adopted by a unanimous vote, indorsed Theodore Roosevelt for President, President Taft's administration and policies, and Lawrence Y. Sherman for United States Senator. It commended Gov. Deneen's administration, and amendments to make the present anti-trust laws more definite; indorsed the election of United States Senators by popular vote and the principle of maximum and minimum tariff rates, and recommended a short ballot.

The Committee on Resolutions, by a vote of 16 to 9, declined to insert a woman's suffrage plank in the platform. Later the women made an unsuccessful effort to have the convention adopt the plank.

McKINLEY DOUBTS DIXON.

Says Deserting Delegates Are Not on Regular List.

WASHINGTON, April 19.—Representative William B. McKinley, director of the National Taft Bureau, replied to-day to Senator Dixon's assertion that certain delegates from South Carolina to the Republican National Convention already instructed for President Taft were deserting to Roosevelt.

"At least two of the men named by Senator Dixon as changing their allegiance are not listed on any known table of delegates or accredited to any known convention yet held," said Mr. McKinley. And he then observed that if instructions be not binding in South Carolina, "why are they more binding in Oklahoma, Illinois, Pennsylvania, or Maine?"

The statement closed with this retort:

"If Ormsby McHarg, now in the South for no other purpose than to persuade men to dishonorable acts, can find any of that calibre in that section of the country, the sooner the country knows it the better."

TAFT TO ANSWER ROOSEVELT.

At Last Heeds Friends' Advice to Break His Silence.

WASHINGTON, April 19. — President Taft has decided to abandon his attitude of silence under the severe criticisms which Col. Roosevelt has made of him in campaign speeches, and in some of his next public addresses will reply to the Colonel, probably mentioning him by name.

This was positively stated to-day by those in close touch with the President, and it is said that Mr. Taft made his decision only after repeated urging by some of the leaders of his campaign. Within the last day or two the President has told his friends, it is said, that the time had come for him to mention names and reply to the attacks upon him.

The President's next public utterances will be made probably next week in Newark, N. J., and in Philadelphia.

Taft to Attend Grant Ceremonies.

WASHINGTON, April 19.—President Taft will attend the ceremonies for the late Gen. Frederick D. Grant at Governors Island, New York, on April 26. He will spend the night and part of the next day at Newark, N. J. On April 27 he will attend the dinner of the Union League of Philadelphia.

Increase Cotton Belt Stock.

JEFFERSON CITY, Mo., April 19.—A certificate to increase the capital stock of the St. Louis Southwestern Railway Company (the Cotton Belt Route) from $55,000,000 to $130,000,000 was issued to-day by the Secretary of State.

ILLINOIS FIGHT ENDS IN DEMOCRATIC SPLIT

Harrison and Sullivan Forces Each to Send Contesting Delegations to Baltimore.

COOK COUNTY IS THE ISSUE

Both Conventions Instruct for Speaker Clark—Down-State Delegates Are All Roger Sullivan's.

Special to The New York Times.

PEORIA, Ill., April 19.—After an all-day fight between the Sullivan and Hearst-Harrison leaders the convention forces were unable to reach an agreement and two State conventions were held.

The two conventions named contesting delegations to the National Convention from the ten Congress districts in Cook County, contesting delegates at large and contesting delegates from the Twentieth District. In all other districts the two conventions named the same delegates who were instructed in both conventions for Champ Clark for President.

Sullivan named sixteen delegates at large, with a half vote to each, and headed the delegation himself. Carter Harrison named eight delegates at large, as prescribed in the National call, and placed himself at the head of the delegation. A. M. Lawrence, William R. Hearst's manager, is also on his list. Both conventions adopted the same platform.

Practically the solid downtown delegations to the State Convention lined up behind National Committeeman Roger C. Sullivan to-day. He could have controlled the convention by a small majority had he thrown out all his Cook County delegates and seated all of the 404 Harrison delegates from Cook County. He didn't want to take the chance, however, of having the two forces put under the same roof.

Sullivan proposed to the Harrison forces to submit the Cook County contest to all the members of the Credentials Committee elected in all the down-State Congress District caucuses and abide by the report of those fifteen members of the committee. The Harrison people turned this down, insisting on all or none, and proceeded with their own convention.

The Harrison leaders raised the cry to-night that Sullivan is not sincere in his indorsement of Champ Clark. They also pointed to the fact that Shuman and McNeil, two of the Woodrow Wilson managers in Illinois, had been placed on the Sullivan list as delegates to the National Convention, while Orva G. Williams, the Harmon manager in Illinois, was placed on the Sullivan slate as an alternate delegate at large.

Sullivan said to-night:

"The Illinois delegates to the National Convention were instructed for Clark in the primary and they were instructed for him again to-day. Every man of them will vote for Clark so long as his name is before the National Convention."

Woodrow Wilson carried the Sixteenth District, the Peoria District, in the primaries last week. This is the only district he won. But the two delegates from this district, named in both the Harrison and Sullivan conventions, will vote for Clark under the unit rule.

COMPELS BOY TO KILL HIM.

Fanner Shoots Wife with Shotgun and Dies by Same Weapon.

MEADVILLE, Penn., April 19.—Stephen Wellmon, 60, a prosperous farmer of Lincolnville, shot and killed his wife this morning.

According to the story of his grandson, Griscom Wellmon, 9 years old, he compelled the boy to shoot him with the same shotgun used to kill the woman.

D. A. R. ATTACK MORMONS.

Accuse Church of Secretly Encouraging Polygamy in Utah.

WASHINGTON, April 19.—The Daughters of the American Revolution to-night approved a report which was vigorous in its condemnation of Mormonism, and called for an amendment to the Federal Constitution prohibiting polygamy. The report was submitted by Mrs. Edward Orton, Jr., of Columbus, Ohio, Chairman of the Committee on Welfare of Women and Children.

"The methods of the Mormon Church are very insidious," said the report. "Their missionaries are honeycombing society and always the effort is made to make young and healthy women converts. It is only another form of the 'white slave' traffic. Do you know that in ten of our Western States Mormonism is exerting political control? Do you know that in Utah polygamy still is secretly practiced and that thousands of children are born of polygamous marriages who are regarded as illegitimate by our Government? Polygamy is practiced in Utah because Mormons control the court and State officials and they refuse to enforce the laws against it."

PASS IMMIGRANT TEST BILL.

Aliens Must Be Able to Read and Write—Can Deport Mexican Agitators.

WASHINGTON, April 19.—The Dillingham Immigration bill, with the educational test restored in modified form, passed the Senate to-day without division on the final vote.

The test adopted requires that every male immigrant must read and write, and makes that provision applicable to immigrants from Canada and other countries of the western hemisphere who were excepted by the original bill. Religious refugees would be exempted.

Senator Williams of Mississippi moved to exclude all persons of African descent, but his amendment was lost, 28 to 25.

Senator Root's amendment to provide for the deportation of aliens conspiring to overthrow other Governments was passed. This was said to be intended to apply especially to anti-Mexican agitators.

The Chinese exclusion law is incorporated in the general bill. The immigrant head tax is increased from $4 to $5. Reforms in the immigration service are provided.

HELD AS ROBBERY SUSPECT.

Everett Crouch of Washington Arrested After Hillsboro Bank Theft.

DURHAM, N. C., April 19.—Everett Crouch of Washington, D. C., son of an employe in the office of the Auditor for the Post Office Department, is held in jail here on suspicion of knowing something about the bank robbery at Hillsboro a few days ago, when robbers blew the vault and got $5,000.

Young Crouch has telegraphed his father that he is innocent of any connection with the affair. Until recently he was employed by the Panama Canal Commission.

TRADE E & W MARK

Crestwood Cragwood

Two entirely new effects of material in Red-Man collars. Leading Haberdashers.

EARL & WILSON.

2 for 25 cents.

FOR 35-KNOT CRUISER WITH 16-INCH GUNS

Hudson Maxim's Ship Would Be Unarmored and Would Depend on Speed and Range.

WANTS U. S. TO BUILD ONE

Objection Is Raised That Ship Would Have Room for Nothing but Machinery and Range Would Be Useless.

In the forthcoming issue of The Navy, Hudson Maxim will have a leading article under the caption of "The Gun versus Armorplate," in which he suggests that the United States Government build at least one big trial cruiser armed with 16-inch guns and capable of making a speed of thirty-five knots an hour. Such a vessel as Mr. Maxim pictures as unarmored would depend on speed and the great range of its guns for victory.

"If we should build an unarmored cruiser," he says, "having a speed of thirty-five knots and carrying 16-inch guns, we should be able to approach within bombarding distance of the coast fortifications of an enemy armed with guns as large as 13-inch calibre, and to throw high explosive shell into a fortification without coming within range of its guns. It would make no difference whether the fortification attacked were a fort or a floating battery. Neither would it make any difference whether it were a coast fortification or a battleship at anchor.

"A battleship with a speed of twenty knots carrying twelve-inch or thirteen-inch guns opposed to our thirty-five-knot cruiser carrying sixteen-inch guns would be in essentially the same position as though it were at anchor and our cruiser had a speed of fifteen knots; for it would be the excess of speed that would count in the fight, because, by excess of speed, our cruiser would be able to maintain the same relative position with regard to it as though our cruiser were a fifteen-knot boat and the battleship were at anchor, while its thirteen-inch guns would be rendered absolutely useless because of their shorter range.

"Our thirty-five knot cruiser would be able to meet in the open sea and destroy in detail every battleship of any navy in the world, one after another, provided none of them carried guns of a larger calibre than thirteen-inch, and provided there were sea room enough and that they would stay in the fight to a finish.

"The only thing that could very well prevent our success would be the exhaustion of our coal, an accident to our engines, the exhaustion of our ammunition, or the wearing out of our guns.

"I do not, however, recommend that we should stop building dreadnoughts of the regular armor-clad type and build instead only cruisers of the character I have suggested. On the contrary, until an actual demonstration of the fighting cruiser be made, I should strongly recommend a more conservative course, and that we continue to build at least two battleships a year of the dreadnought type, in order to be on the safe side. We are the richest country in the world, and in National defense can well afford, as Secretary Meyer has said, to match dollars with any other nation.

"But I do believe that we ought to build at least one big trial cruiser like that I have suggested, armed with sixteen-inch guns, and having a speed of thirty-five knots."

In answer to the argument of Mr. Maxim, The Navy will publish an article of which Lieut. Byron T. Long, U. S. N., and Lieut. William L. Pryor, U. S. N., are the joint authors. Among other things, Lieuts. Long and Pryor say that Mr. Maxim's argument is fallacious for the simple reason that the twelve-inch gun already has a greater range than can be used practically and that this is true of the larger and more powerful sixteen-inch weapon.

"Greater speed," they say, "is undoubtedly an advantage, but 35 knots is unnecessary. About 60 per cent. of the total tonnage or displacement of a 30-knot destroyer is taken up by machinery and fuel, and then it has only a small radius of action. Our battleships should possess a radius of action of at least 5,000 miles. In all probability a 35-knot 30,000-ton cruiser would be practically all machinery and fuel, without much left for ammunition and 16-inch guns with the necessary appliances for handling and serving them. So a lesser number of 16-inch guns would have to be carried than are carried by the latest type of Dreadnoughts fitted with 12-inch guns, and thus the latter would, owing to its greater number of guns, have a better probability of hitting.

"One well-placed 12-inch high explosive projectile on an unprotected ship filled with boilers, machinery, and magazines might very readily reduce her to a 20-knot ship, and, as a matter of fact, might well be fatal.

"It may be that the future will develop something which will overcome the difficulties we now have to contend with; but until it has been brought to light and has passed the laboratory stage, we strongly concur in Mr. Maxim's recommendation that we continue to construct armored battleships of the Dreadnought type, in order to be on the safe side."

Leach Cross After Wolgast.

Sam Wallach, manager of Leach Cross, announces that the latter has posted the sum of $1,000 as part of a $2,500 forfeit for a match with Ad Wolgast at 133 pounds ringside for any number of rounds. The other $1,500 will be put up and the entire forfeit posted with any responsible person whom Wolgast may designate as soon as Wolgast is willing to clinch the match. The $1,000 already posted will go as a side bet at even money if Wolgast desires. According to Wallach, Leach is entitled to a match with Wolgast because of the high class he has been showing in all his recent bouts. He is not asking for any concessions and expects Wolgast to accept the offer or show good reason for failure to do so.

HIPPODROME
6th Av., 43d-44th. Daily Mats. 2, Best Seats $1. Eves. 8.
NEW DURBAR Circus Around the World
TO-MORROW EVENING FAREWELL TO
TETRAZZINI
Seats Now on Sale. Hardman Piano Used.
MAXINE ELLIOTT'S Thea., 39th, bet. B'way & 6th av. Evs. 8:30. Matinee To-day 2:30. Mr. CHARLES HAWTREY in DEAR OLD CHARLIE
PLAYHOUSE 48th, E. of B'way. Phone 2628 Bryant. Evs. 8:10. MATINEES: To-day, Wed. & Thurs. 2:10.
Bought and Paid For
CASINO B'way & 39th. Beginning NEXT TUES. Seats Now. JAS. T. POWERS in a new musical play, "TWO LITTLE BRIDES"
39th St. Thea. 39th St., near B'way. Evs. 8:15. Matinee To-day 2:15. A BUTTERFLY ON THE WHEEL
MANHATTAN O. H., 34th & 8th Av. Evs. 8:15. Matinee To-day 2:15. JOHN MASON in AS A MAN THINKS. Next Week | Last Times FORBES-ROBERTSON in The Passing of the Third Floor Back. | Pop. Prices.

DALY'S B'way and 30th St. Evs. 8:15. Matinee To-day 2:15.
LEWIS WALLER in MONS. BEAUCAIRE
WINTER GARDEN B'way & 50th Tel 411 Col.
Mat. To-day 50c. 75c & Best Seats $1.00.
NEW SPRING EDITION OF
WHIRL OF SOCIETY
TO-MORROW NIGHT—BIG CONCERT.
William Collier's COMEDY 41 St., E. of B'way. Evs. 8:15. Matinee To-day 2:15.
BUNTY PULLS THE STRINGS
Broadway Thea., B'way & 41st St. Evs. 8:15. Matinee To-day 2:15.
Weber & Fields JUBILEE CO. OF 100 in "Hokey Pokey" and "Bunty Bulls & Strings."
LYRIC 42d, west of Broadway. Evs. 8:15. Last Matinee To-day 2:15.
Last 2 Times LITTLE BOY BLUE
Beginning MON., APR. 22. (Seats Now.)
FRENCH GRAND OPERA CO. of New Orleans. In Repertoire. Mon. Eve., "Trovatore."
WEST END, 125th St., W. of 8th Av. Evs. 8:15. Matinee To-day 2:15. THE BIRD OF PARADISE
Next Week—LET, GEORGE DO IT.

ASTOR B'way & 45th St. Evs. 8:15. Mats. To-day&Wed. 2:15. Wed.Mat.50c-$1.50
THIRD BIG MONTH THE GREYHOUND
THE GARDEN OF ALLAH
Century Thea., 62d St. & 8th Av. 'Phone 8800 Col. Evs. 8:10. To-day 2:10, 50c to $2. Wed.Mat. 25c-$1.50
WALLACK'S B'way & 30th St. Evs. 8:20. Mats. To-day & Wed. 2:20.
TO-NIGHT 258th TIME ARLISS in DISRAELI
"SIX TIMES MORE WORTH HEARING THAN THE AVERAGE PLAY." says COLLIER'S WEEKLY of
"THE PIGEON"
of which the Tribune says: "NO PLAY IN NEW YORK IS BETTER ACTED."
AT THE NEW LITTLE THEATRE 44th, W. of B'way. Evs. 8:45. Mats. To-day & Wed. 2:30
LAST DAY MADISON SQ. GARDEN
AFTERNOON AT 2:15 P. M. NIGHT AT 8:15 P. M. Doors Open One Hour Earlier.
Good-bye to Greatest Show on Earth
CIRCUS BARNUM AND BAILEY
And the Superb 1,250 Character Spectacle
CLEOPATRA
Hundreds of Imported Arenic Novelties.
ADMISSION TO EVERYTHING 25c & 50c
PRIVATE BOX SEATS $2.50. Box Office open 9 A. M. to 9 P. M.
Week April 22d to 27th, BROOKLYN.
BELASCO DAVID WARFIELD 44th St., near B'way. Evs. 8:15. Mats: To-day & Thurs. at 2:15. LAST 3 WEEKS in THE RETURN OF PETER GRIMM
REPUBLIC 42d St., nr. B'way. Evs. at 8:20. Last Matinee To-day at 2:20. LAST 2 TIMES THE WOMAN
GEO. COHAN THEATRE, Broadway, 43d St. Evs. 8:15. Mats. To-day & Wed. Gets safely under the wire of success.—Eve. Sun. Blanche Ring in THE WALL STREET GIRL
A New Musical Comedy, with HARRY GILFOIL.
GRAND 23d St., 8th Av. | GET RICH QUICK WALLINGFORD. | Mat. To-day.
Waldorf-Astoria, Mon. Eve., April 22, 8:30 P. M. KRIENS Concert of His Composition.
Arthur Witek, (Concertmaster Boston Symphony,) Nita Witek, Leo Schulz, Maud Morgan, Eva Emmet Wycoff, Kriens String Quartette. Tickets, $2.00, evening, at hall.
B. C. EMANUEL Offers ORLENEFF Week April 15, in Repertoire.
LIPZIN THEATRE, 235 Bowery. Tel. Orch. 1488. TO-DAY, Mat. & Eve., Chosen People; Sun. Mat., Ghosts; Eve., Karamozoff Bros. Best Orchestra Seats $1.00.
S. S. TITANIC LAUNCHING and OFFICERS | In addition to the DURBAR in KINEMACOLOR
GARDEN THEATRE, 27th St., Madison Ave. 2:30 & 8:20. Popular Prices.
COLONIAL Daily Mat. 25c. | Gus Edwards' Revue, Cressy & Dayne, Wish Wynne & 7 Big Acts.
ALHAMBRA Daily Mat. 25c. | 6th Big Anniversary 12—HEADLINERS—12
Metropolitan O. H. SUN., APR. 28, AT 8:15. Seats $1 to $3. Carnegie Hall MON., APR. 29, at 2:30. Seats $1.50 to $3.
NIKISCH AND LONDON SYMPHONY | Seats on Sale at HOWARD FEW'S, 121 W. 42d St. Phone 8289 Bryant
Belasco Thea., Sun Aft., April 21, 3:30.
Augusta Cottlow Pianist.
Tickets 50c., $1.00, $1.50, at Box Office. Management Foster & David, 500 5th Ave.
THE FATHER—A HIT
"It is certainly a play."—Acton Davies.
Mats. To-day & Thurs. Evs. 8:30. BERKELEY Theatre, 44th, near 5th Av.
OLD MASTERS EXHIBITION, DICKENS FUND, 19 East 52d Street. Open daily 10 to 6. Sunday 3 to 6.
Columbia B'way & 47th SOCIAL MAIDS Burlesque with GEORGE STONE | Smoking To-day 2:15. To-night 8:15. 25c. to $1.
Academy OF MUSIC. Pop. Prices. Mat. Daily. PRETTY PEGGY.

NEW YORK'S LEADING THEATRES.
EMPIRE B'way & 40th St. Eve. 8 sharp. Mats. To-day & Wed. at 2 sharp. LAST NIGHTS Liebler Co. Big Cast Revival. OLIVER TWIST
Marie Doro, Constance Collier, Lyn Harding and Nat C. Goodwin.
Lyceum 45th St., B'way. Eve. 8:30. Mats. To-day & Thurs. 2:30. 25c. to $1.00.
SENSATIONAL NOVELTY!! PAUL J. RAINEY'S AFRICAN HUNT
Seen and Described. Marvelous Motion Pictures.
HUDSON 44 St., o'r B'way. Eve. 8:30. Last Mat. To-day 2:30.
LAST 2 TIMES THE RIGHT TO BE HAPPY
With Dorothy Donnelly & Edmund Breese. Next Mon.—WHITESIDE—THE TYPHOON.
FULTON 46th St. W. of B'way. Eve. 8:25. MATINEE TO-DAY at 2:20. WHITESIDE IN THE TYPHOON
HARRIS W. 42d Street. Eve. 8:30. Mats. To-day & Thurs. 2:20. THE TALKER
PARK 59th St., B'way, Col. Cir. Eve. 8:10. Matinees To-day & Wed. 2:10. The Quaker Girl with CLIFTON CRAWFORD
CRITERION B'way & 44th St. Eve. 8:15. Mats. To-day & Wed. 2:15. LOUIS MANN in "ELEVATING A HUSBAND."
KNICKERBOCKER B'way & 38th St. Eve. 8 sharp. Mats. To-day & Wed. at 2. OTIS SKINNER IN AN ARABIAN NIGHT KISMET
New Amsterdam 42d St., near Broadway. Eve. 8:15. Mats. To-day 2:15. LAST 2 TIMES. Last Matinee To-day. Klaw & Erlanger's New Musical Comedy THE MAN FROM COOK'S
Ziegfeld Moulin Rouge
Formerly N. Y. Theatre. Smoking Permitted. MATINEE TO-DAY
300 SEATS FIRST BALCONY $1. "A WINSOME WIDOW"
ALL-STAR CONCERT SUNDAY.
LIBERTY 42d St., near B'way. Eve. 8:15. Mats. To-day & Wed. 2:15. HENRY MILLER in THE RAINBOW by A. E. THOMAS.
GAIETY B'way, 46 St. Eve. 8:15. Mats. To-day & Wed. 2:30. Another Cohan & Harris success. "BEST FARCE IN YEARS." OFFICER 666
With George Nash and Wallace Eddinger.
GLOBE B'way & 46th St. Eve. 8:30. Last Matinee To-day 2:20. LAST 2 TIMES EDDIE FOY OVER THE RIVER. NEXT MONDAY. THE ROSE MAID
Seats Selling.
HAMMERSTEIN'S — Big 17-Act Anniversary. Belle Baker, James J. Morton, Tempest & Sunshine, Bud Fisher, Yvette, & 14 others.

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Private Banquet Rooms, 12 to 150 Persons.
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A LA CARTE TABLE D'HOTE
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A la Carte and Table d'Hote.
DINNER, $1.00, 6:30 to 8:30 P. M. Music.
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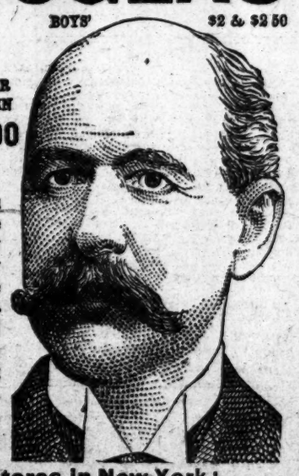
SHOES EQUAL CUSTOM BENCH WORK COSTING $7.00 TO $8.00



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